

Go for the big ones
with the best!



Martin
100

Aquamatic Twist-Shift
(Illustrated)

Alternate Firing Twin
10 H.P.
62 lbs.

Also Available—
MARTIN "75"
Aquamatic
Twist-Shift
Alternate Firing Twin
7.5 H.P.
49 lbs.

*"Best Outboards
Ever Built!"*

SOME DEALERSHIPS AVAILABLE
Inquire of Distributors Shown Below

COLUMBIA DISTRIBUTING CORP.

2601 Market St.
Seattle 7, Washington

Martin
AQUAMATIC
Twist-Shift
**OUTBOARD
MOTORS**

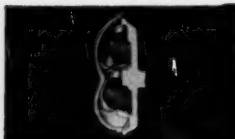
Martin
AQUAMATIC
Twist-Shift
SHIFT-SPEED-STEER...
With One-Hand Control!

The motor with the
best-for-fishing features!

NOW! Go for the big ones with a
MARTIN AQUAMATIC Twist-Shift
OUTBOARD MOTOR... "Best Outboards
Ever Built!"... more features for more
fishing fun... more CON-trol-ABILITY
... speed... endurance! On lakes or
streams, in fresh or salt water, MARTIN
is the motor for you!

Got a hard strike? A twist of the wrist and
you shift to neutral, land the fish, and troll
again! It's as easy as that with the great
new MARTIN AQUAMATIC Twist-Shift OUT-
BOARD MOTORS! Complete, ONE HAND
CONTROL leaves you FREE TO FISH!

Chasing big ones in snag-filled water? It's
safe, with a MARTIN Hi rock!—prop stops,
as motor runs—clear again, MULTIPLE DISC
CLUTCH allows prop to start, automatically!
NO SHEAR PINS to break! Exclusive OIL-
SEALED LOWER UNIT eliminates greasing.
All moving parts get constant OIL bath!



Want smoother, better, turtle-pace trolling,
or blazing speed, in seconds? Get it with
MARTIN'S EXCLUSIVE MECHANICALLY-
CONTROLLED INTAKE POPPET VALVES!



Boat 'trim' wrong? A turn of a knob corrects
it instantly, even when under way, from
INSIDE the boat. That's MARTIN MOTORS'
EXCLUSIVE VERTICAL STERN ADJUSTMENT.

Backed by a History-Making
FULL-YEAR GUARANTEE

With Nationwide Service

This protection is given to you in writing in the
MARTIN MOTOR GUARANTEE BOND which comes
direct-to-you from the factory at Eau Claire,
Wisconsin. Never before has such an all-inclusive
guarantee been offered by any outboard motor
manufacturer!

Ask your MARTIN MOTOR dealer
for complete details!

OREGON MARINE SUPPLY COMPANY

235 S.W. First Ave.
Portland 4, Oregon

PACIFIC MOTOR BOAT, Magazine of Boating and Yachting, May, 1952, Vol. 44, No. 5. Published monthly except May, when publication is semi-monthly, at 815 Wilmer St., Los Angeles 17, California, by Miller Freeman Publications, Executive, Advertising and Editorial Offices, 71 Columbia St., Seattle 4, Washington. Annual subscription \$3.00 per year in U. S. and Canada, \$4.00 for other countries. Entered as second class matter at the post office, Los Angeles, California, under Act of March 3, 1879. Postmaster: Please send Notice 3579 to PACIFIC MOTOR BOAT, Magazine of Boating and Yachting, 71 Columbia St., Seattle 4, Washington.

A MARINE VARNISH

that stays beautiful



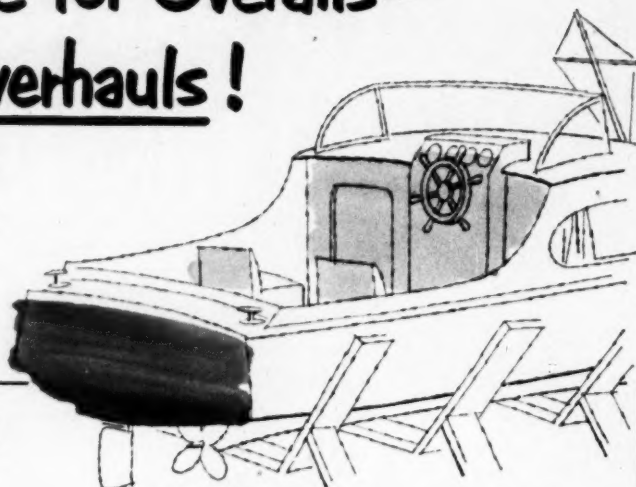
As long as a varnish film remains lustrous and clear, it is rendering complete protection to the lovely woods it beautifies. You are assured of lasting protection from INTERLUX "90" SUPERSPAR Varnish because it does retain its beauty under the severe marine conditions. INTERLUX "90" is equally effective above and below decks and in the home. Master painters everywhere, as well as yachtsmen who do their own commissioning, prefer INTERLUX Varnish and other INTERLUX Marine Finishes. They are beautiful, easy to apply and are long lasting.

Write for color cards.



INTERNATIONAL PAINT COMPANY, INC., 31 West St., New York 6, N. Y. • South Linden Ave., South San Francisco, Cal.
1143 Annunciation St., New Orleans, La. • 6700 Park Ave., Montreal, Quebec • Harbor & Railway St., North Vancouver, B. C.

Almost Time for Overalls— and Overhauls!



Before you know it, the first robin and the first warm breeze will be telling you it's spring again. For most boat owners, spring means awakening the outboard motor or the inboard engine from its winter sleep and making it ready for a full summer of activity.

If you want your power unit to deliver top performance, replace last year's spark plugs with new dependable Champions. There is

nothing else you can do, for so little money, that will give the engine of your boat—or your car, for that matter—such a new surge of power and such marked improvement in smoothness, operating economy and ease of starting.

Your Champion dealer handles the most complete line of Marine spark plugs and can supply Champions specially designed for your engine. Better go see him and get set for summer.

CHAMPION SPARK PLUG COMPANY, TOLEDO 1, OHIO



GET DEPENDABLE

CHAMPIONS

FOR YOUR BOAT AND CAR

More marine engine manufacturers specify dependable Champion Spark Plugs than all others combined.

PACIFIC MOTOR BOAT'S

Magazine of Boating and Yachting

A MILLER FREEMAN PUBLICATION

MAY, 1952

Vol. 44

No. 5



President MILLER FREEMAN	Manager LAWRENCE K. SMITH	Circulation Manager MILLER FREEMAN, JR.
Editor-in-Chief ROBERT E. WALTERS	Editor PAUL HARDER	
So. Calif. Manager A. W. PONSFORD	No. Calif. Manager STUART F. LEETE	
Canadian Editor CHAS. L. SHAW	Contributing Editor ALEX D. STEWART	Contributing Editor DANIEL L. PRATT

Publication Office
815 S. Witmer, Los Angeles 17
DUmkirk 9-1112

Editorial, Advertising and Executive Offices
71 Columbia St., Seattle 4
MAIN 1626

SAN FRANCISCO 5	121 Second Street, GARfield 1-5887
WILMINGTON	315 No. Avalon Blvd., TErminAl 4-4538
VANCOUVER 2, B.C.	Royal Bank of Can. Bldg., MARine 1520
PORTLAND 4	534 S. W. Third Ave., BEAcon 6348

IN THIS ISSUE

"The Best Ten Weeks of My Life"	16
Catalina and Lipton Races	20
"Sprig", A Power Packed 28-Footer	22
What's Shaping Up At San Francisco	23
Rainier Yacht Club Sponsors International Cruiser Race	24
Along the Columbia	29
A Dinghy-Building Bee	32
Plans	34, 35
Nylon or Cotton Sails?	36
Portland's Marine Exhibits	40
San Francisco Boat Show	42

THE COVER —

Ted Jones, young, famous racing designer of unlimiteds and limiteds is behind the wheel of "Slo-mo-shun V", which shares with its sister craft, "IV", the distinction of being the world's fastest racing boats. Ken Ollar was behind the camera. The yellow racing cowl, now recognized by millions, was not on the racer and her Allison engine has been changed to a new Rolls-Royce. But for all the action shots taken of the boats at race time this one is tops for close-up thrills.

Nation's Busiest Canal

Government figures show that a grand total of 60,971 vessels passed through the locks of the Lake Washington Canal at Seattle in 1951, and that on Labor Day last year a new record was established for a 24-hour period with 668 vessels recorded. It is also interesting to note that during the month of August when Seattle was staging the Gold Cup race events the boats carried 30,120 passengers.

In the number of craft handled through the locks it is indicated that not only is the Lake Washington Canal the busiest waterway in the nation but that Lake Union is also one of the most important boat harbors.

But what about the Shilshole Bay breakwater that is so badly needed outside the locks to protect the entrance to this valuable waterway and harbor?

For less than one-fiftieth of one percent of the money that the government is giving to even one of the smaller European nations as foreign aid this long needed improvement could easily be provided. Yet after twenty years of hard effort on the part of the marine interests of Seattle the breakwater has still failed to materialize. Why?

Not only is the project needed to protect the canal's entrance in bad weather but the outside boat harbors it would provide would do much to reduce the traffic through the locks. This traffic is mounting to unwieldy proportions, especially over the week-ends. We again express the hope that before these traffic jams become absolutely untenable the favorable report made by the U. S. Engineers will result in definite government action to fulfill the oft-repeated needs of the marine, commercial and industrial interests of Puget Sound.

From the Mail

Licensing Boat Operators

I agree fully with the sentiments expressed by the Canadian Merchant Service Guild in your article in the December issue of PMB. Licenses are required showing that the holder possesses the necessary qualifications for operating an automobile or an airplane, why not also for a boat?

E. A. Pye
Box 939
Prince Rupert, B. C.

From the Mail

Sorry To Hear It!

Because of illness, I am giving up sailing for good, and my auxiliary cutter, *Bull Frog*, is now on the market in Santa Barbara water. Designed by William Garden of Seattle, it is a grand craft. In it I sailed with only one man, a World War II marine veteran, down the central American Coast to the Isthmus of Panama, in 1950. After a canal pilot steered it through the locks to Cristobal, it was cradled and shipped aboard a United Fruit freighter to New Orleans just before the hurricane, and from there to Newport Harbor via Southern Pacific flat car. Before purchasing this larger boat, I had one of the Teak Lady class, called *Yut Yee*.

Kenneth T. Jameson
77 Danielson Road
Santa Barbara, Calif.

He Says: "Terrific"

Will you please excuse the delay? I have meant to thank you for the terrific write-up you gave our Fourth Annual Colorado River Marathon, but have neglected to take the few minutes it requires. And I'm sorry.

The people of Needles have worn out my copy of *PACIFIC MOTOR BOAT*, and the other copies are seeing their share of hard usage. I hope you can be here to get first-hand information next Oct. 5—that's the day for the Fifth Marathon. The dredge had to go back down the river and clear out some sand bars which have formed. I can see the pesky dredge in the mighty Colorado from now on. Because of it, the proposed race from Needles to Davis Dam fell by the wayside. We have hopes of running it sometime this spring.

Please accept this as a personal invitation to attend our next marathon. I have taken the matter up with the Chamber of Commerce and have assurance that the wind will be controlled this time!

C. D. Anderson
Race Chairman

In the Upper 10 Percent

It was a pleasure to receive the information about Catamarans, and I'm sure it will be very helpful. Of the eight or ten requests I sent out for information you were the only one to send any that I can use.

Tom Thorpe
36 Ninth Street
Providence 6, R. I.

Melody Class

The Melody has drawn a great deal of interest in the San Francisco Bay area. It was accepted as a racing boat by the Small Boat Racing Association, and a club has been organized with 10 boats in the fleet.

The first Melody was sponsored by myself and designed and built by Bill Ashcroft. It was tested in June of '51, and proved to be a real lively boat. The Melody was designed with a purpose. It had to be light so one person can load it, as on a car top. It can be rowed, towed as a dingy, or used with a small outboard of 3 hp. or less. It has a V-bottom for rough water, and is especially designed to be a fast sailor for racing.



The following are some facts about the Melody: Type of rig, cat; type of hull, pram; insignia on sail, musical eighth-note; over-all length, 10 feet; beam 51 inches; draft center board down, 24 inches; weight of hull, 100 lbs.; sailing weight complete, 125 lbs.; designed by William G. Ashcroft, 400 6th Avenue, Oakland, Calif.

Mr. Ashcroft has been selected as the exclusive builder and measurer of the Melody, by the Melody One Design Association.

John Logimetz
Antioch, Calif.

Yes, Yeoman, Send It In!

I am a steady reader of *PMB* and enjoy it very much, but I would like to see a story about the Sea Scouts and Sea Explorers of the Seattle Area Council. It's a good magazine and I hope you keep up the good work. If you should desire any information on

the story as suggested above, I would be happy to supply any or all about the S.E.S. *Admiral Byrd*.

Duane Cornwall, Port Yeoman
S.E.S. *Admiral Byrd*
Port of Edmonds, Washington
(S.E. Ship 460)

Enthusiastic Neophyte

This being my first year of racing and first time to Needles, and not knowing the course, only by map, I had quite a trip. I started first in the Ds with 20 others, at 25 miles I was about $\frac{1}{4}$ mile behind when we entered Parker Lake, losing about four Ds en route from flipping, etc. I saw a large wave approaching and slowed down and when the smoke cleared, I was the only one afloat except for three behind me. There were nearly 32 boats at the entrance to the Lake upside down or swamped ashore for a beer—too rough for them.

Being a little stubborn and knowing we were not at the half mark I kept going up over a five-foot one, dive into the next, look around—no one in sight, what a race!

Thoughts en route: "Is the race off, am I the only one left, am I slightly nuts, will the motor and boat take this, do I know enough about handling her to keep her afloat; Boy, it's wet, oh for a drink—well, Richmond, it's 50 miles back, what are you going to do, sit here?" Pound, pound, look around, everything OK. "Who's this guy coming up from behind?" Ray Mills, so what, he turns left and goes behind some trees, another one out. My knees are bloody, numb. How much more of this can I take.

"Remember this separates the men from the boys. Are you a man?"—gun again. Watch out—sand bar 4" water, too late. Only chance, wide open. Steering gear off, throttle locked, wide open. Holding motor with hands, don't forget must touch bank—wham! That's all with momentary blackness and a feeling you're dead. Someone rubbing your legs, a drink, telling you you're second. Never again, not for \$5,000. But I'll be there next year! To Kiekhaefer for his Mercury, to Rockholt for *Reddie Eddie*, my D boat, and to that grand organization, Needles Boat Club—and to the one man who gave me the inspiration to try and finish—the unknown fisherman with a 10-lb. bass on his casting pole, who dropped his pole and stood on it so the fish couldn't get away while he pointed his movie camera at me. P.S. I'm still laughing at the fish!

Cliff Richmond
Fresno, Calif.



**MAKE A DATE
WITH A
K-38**

**MODERATELY
PRICED**

GEORGE STROM
Swales Yacht Landing — 17th & Coast Hwy — Newport
KETTENBURG BOAT WORKS
2810 Carlton St., Pt. Loma, San Diego



**Complete Machine
Shop. Factory Trained
Service Specialists for
Your Engine Repair
and Maintenance.**

NORTHERN CALIFORNIA DISTRIBUTORS FOR

Graymarine gas and diesel engines
Lister-Blackstone Marine diesel engines
Paragon reverse and reduction gears
Walters reverse and reduction gears
San Duro heat exchangers
Onan Air Cooled Marine engines
Columbian and Federal Equi-Poise propellers

**WE CARRY A LARGE LINE OF MARINE
ACCESSORIES**

Wisconsin air-cooled marine engines
Gray Vee Drives
Grafyde and Argute marine propeller shaft bearings
Maxim Silencers and Van Blarck water jacketed exhaust fittings
Sherwood-Oberdorfer—and Marine Products Pumps

HALL-YOUNG CO.

366 Jefferson St., San Francisco Prospect 6-5520
Adjacent to Fisherman's Wharf

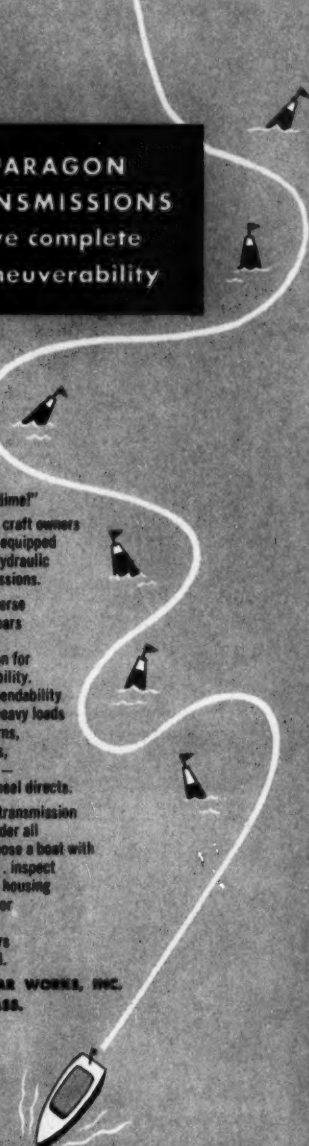

**PARAGON
TRANSMISSIONS**
give complete
maneuverability

"She turns on a dime!"
That's what light craft owners
say about a boat equipped
with Manual or Hydraulic
Paragon Transmissions.

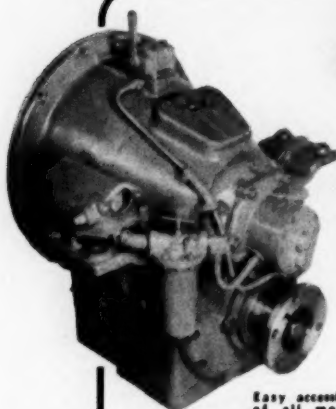
And Paragon Reverse
and Reduction Gears
live up to their
famous reputation for
slick maneuverability.
Their rugged dependability
under light and heavy loads
assures quick turns,
zooming take-offs,
delicate docking —
whichever the wheel directs.

So if you want a transmission
that performs under all
conditions — choose a boat with
Paragon Gears... inspect
the transmission housing
on the next boat or
motor you buy —
make sure it bears
the Paragon label.

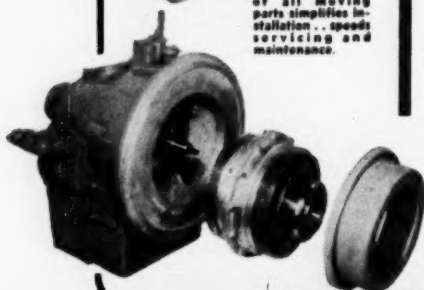
PARAGON GEAR WORKS, INC.
TAUNTON, MASS.

Paragon
**REVERSE AND
REDUCTION GEARS**



Easy accessibility
of all moving
parts simplifies in-
stallation... speeds
servicing and
maintenance.



NOW... "The CAPITOL" HYC

Hydraulically Controlled

REVERSE and REDUCTION GEAR

FULL FORWARD to FULL REVERSE . . . in just 3 seconds!

The new HYC Reverse and Reduction Gear gives you effortless hydraulic shifting from full power forward to full power reverse — in just 3 seconds. You gain greater maneuverability for your boat with smooth, full capacity power whenever you want it. The Model HYC never needs new adjustments. Compact and light, it is quickly installed and easily serviced.

PRECISION BUILT . . . to Capitol Standards!

The product of 48 years experience in designing and building marine equipment, the Model HYC is engineered for dependable operation over long periods of grueling service. A high quality, built-in pump provides steady 125 lb. operating pressure for the hydraulic control. An independent lubrication system circulates oil to all bearings. Packed with other Capitol features, the Model HYC is the ideal gear for work and pleasure craft with engines up to 300 H. P. at 2200 RPM.

Write for Complete Information, TODAY!

AUTO ENGINE WORKS, Inc.

337 N. Hamline

St. Paul 4, Minn.

You asked for them... SO HERE THEY ARE!

BY THE MAKERS OF INTERNATIONALLY FAMOUS NAVICOTE MARINE FINISHES



HIGH GLOSS NAVICOTE ONE COAT WHITE

FOR HULL AND
TOPSIDES

does the job
of the usual
two-coat
whites

think of the time
and money you save
with a whiter than white
hi-gloss enamel that does
with ONE COAT the job of
usual two-coat paints.

LONG LASTING
BRUSHES EASILY
SELF LEVELING
STAYS WHITE
BEAUTIFIES • PROTECTS

7-11

THE LOW PRICED

COPPER

ANTI- FOULING Paint

WITH THE SECRET
"S. M." PRINCIPLE

which constantly and
slowly releases poison to
positively repel all fouling
growths during the long life
of the paint.

GOES ON RED — STAYS RED

SEE YOUR
BOAT YARD,
MARINE PAINT
SUPPLIER OR WRITE

Don't gamble with your bottom

ALWAYS USE 7-11

HART and BURNS Inc.

Manufacturers of DURAHART Protective Coatings
Intermediate City - Dallas, Tex.

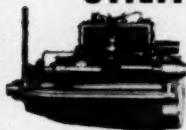
PRE-SEASON SPECIALS

FACTORY NEW

Universal 100% MARINE MOTORS

AT REDUCED PRICES

UTILITY FOUR



25 HORSEPOWER

Electric Starter Save \$137.00
487.00
 Model with built-in reverse gear.
 Regular Price \$624.00
 Also available with reduction gear and other accessories at extra cost.

ATOMIC FOUR



25 HORSEPOWER

Electric Starter Save \$136.00
481.00
 Model with built-in reverse gear.
 Regular Price \$617.00
 Also available with reduction gear and other accessories at extra cost.

FLEXIFOUR



45 HORSEPOWER

Electric Starter Save \$172.00
607.00
 Model, Direct Drive.
 Regular Price \$779.00
 Also available with reduction gear and other accessories at extra cost.

BLUE JACKET TWIN



12 HORSEPOWER

Electric Starter Save \$115.00
410.00
 Model, Direct Drive.
 Regular Price \$525.00
 Also available with reduction gear and other accessories at extra cost.

SUPER FOUR

50 HORSEPOWER
 Electric Starter, Direct Drive.

Save \$209.00
739.00
 Regular Price \$948.00
 Also available with reduction gear and other accessories at extra cost.

FISHERMAN

8 HORSEPOWER—ONE CYLINDER
 Direct Drive Model

Save \$65.00
231.00
 Regular Price \$296.00
 Also available with reversing gear and other accessories at extra cost.

SUPER SIX



145 HORSEPOWER

Electric Starter, Direct Drive, with Standard reverse gear. Save \$351.00
1247.00
 Regular Price \$1,598.00
 Also available with reduction gear and other accessories at extra cost.

SEA LION SIX



110 HORSEPOWER

Electric Starter, Direct Drive Model. Save \$273.00
968.00
 Regular Price \$1,241.00
 Also available with reduction gear and other accessories at extra cost.

CRUISER SIX

90 HORSEPOWER
 Direct Drive, Electric Starter

Save \$263.00
949.00
 Regular Price \$1,212.00
 Also available with reduction gear and other accessories at extra cost.

BLUE JACKET SIX

60 HORSEPOWER
 Direct Drive, Electric Starter

Save \$271.00
817.00
 Regular Price \$1,088.00
 Also available with reduction gear and other accessories at extra cost.

All prices f.o.b. Shepherd stores. Phone, write, or wire your nearest Shepherd outlet.

LOS ANGELES
 Atlantic & Bandini Blvds.
 Angelus 10261

SAN PEDRO
 2230 S. Miner St.
 Terminal 32787

SAN DIEGO
 2031 E. Belt St.
 FRanklin 99471

LOS ANGELES
 SAN DIEGO

SHEPHERD

MARINE

SAN
 PEDRO

May 1952

PACIFIC MOTOR BOAT

PORTLAND CHRIS-CRAFT HEADQUARTERS STAFF JENNINGS, INC.



SEE CHRIS-CRAFT . . . Page 9 . . .

See Chris-Crafts on display at Staff Jennings, Inc., West end Sellwood bridge, Portland, Oregon.

COMPLETE SALES AND SERVICE

Staff now has a complete line of Chris-Craft boats, ALL NEW FOR '52. Sizes 8 to 62 feet.

SMALL DOWN PAYMENTS . . . EASY TERMS

We do our own financing. No sale of contracts to finance companies.

There's a Chris-Craft boat for every price and every purpose at Staff Jennings, Inc.

SEE THEM NOW - We're Open 7 Days a Week

STAFF JENNINGS, INC.

West End Sellwood Bridge — Call Circle 7505

for AN ENGINE THAT
PURRS



with **CONTENTMENT**

Slip on a **FEDERAL**

"EQUI-POISE"

PROPELLER

UP
TO
34"



**FEDERAL
PROPELLERS**

You'll be amazed at the way this precisely built, perfectly balanced wheel reduces vibration, increases engine effectiveness and adds to the joy of motor-boating. Its great superiority is inherent in its patented design which can not be duplicated, and it is highly corrosion-resistant. Try one. You'll be mighty glad you did.

GRAND RAPIDS 3, MICHIGAN



Ken Wilson

It's SPORTFISHING TIME AGAIN!

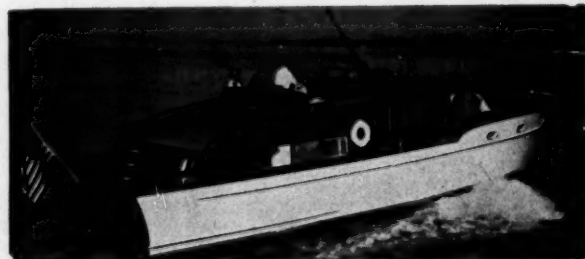
Be ready to enjoy to the fullest
Southern California's great
ocean angling with a—

1952 Chris-Craft!

Chris-Craft builds the world's largest line of Runabouts—Cruisers—Express Cruisers and Motor Yachts, all adaptable for sport fishing.

At Chris-Craft's Southern California's headquarters in beautiful new Newport Beach, we are experts at equipping Chris-Crafts for live bait or big-game angling in Southern California or Mexican waters, without detracting in any way from the boat's styling or luxurious accommodations and comfort for the whole family's enjoyment.

Here is an ideal Cruiser for fishing — Plenty of cockpit room aft for chairs, bait tank, etc.



New 42-ft. Flying Bridge Cruiser. Sleeps 8 in 4 staterooms, toilets fore and aft. Complete accommodations for extended cruising. Twin engines, speeds to 24 m.p.h. Dual controls, extra. Also, new 52 and 62-ft. Motor Yachts.

. . . or — one
of these —



Some New 1952 Models —

EXPRESS CRUISERS: 24', \$5324 — 27', \$9164 — 31', \$11,566 — 34', \$17,358 — 42', \$24,990.

ENCLOSED CRUISERS: 27', \$9142 — 32', \$12,195 — 34', \$13,350 — 42', \$26,420 — 50', \$37,350.

USED BOATS, too! We have some excellent buys that have been turned in on 1952 models. See our stock of used boats.

KEN WILSON COMPANY

925 Coast Highway
Phone—BEacon 5271

Newport Beach,
California

Play in the sun...

Command a *New* 1952 Chris-Craft!



Room for you in this picture, too! The Chris-Craft is a Riviera.



You'll love the design of the new Chris-Craft Holidays! Continuous-flare sides provide wider beam, tremendous cockpit, wide lounge seat aft. Rakish, two-tone Philippine Mahogany-finished Holidays are available in 2 models—19 and 23 ft. (above)—speeds to 37 m.p.h.



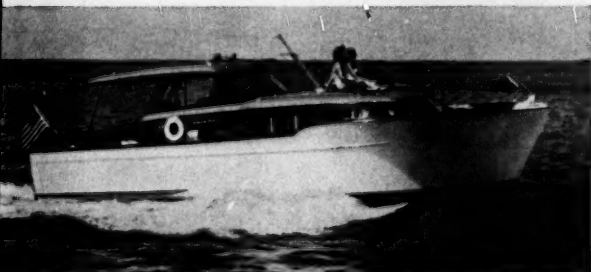
40-m.p.h. Riviera—20 ft. of stunning Run-about in glistening two-tone Philippine Mahogany. Seats 6 comfortably. Or you may prefer the smaller 18-ft. Riviera or the 17-ft. Special.



Famous Chris-Craft Sportsmen—ideal for fishing, water sports, for almost any purpose—are available in 17, 18 and 22-ft. (shown) models. Like all Chris-Craft, sturdily built for years of boating fun! Buy now!



Complete selection of beautiful Express Cruisers, 22 thru 42 ft. Here's the new 24-ft. Express with options of power up to 145 h.p., speeds to 33 m.p.h. Sleeps 2 with room for galley and toilet.

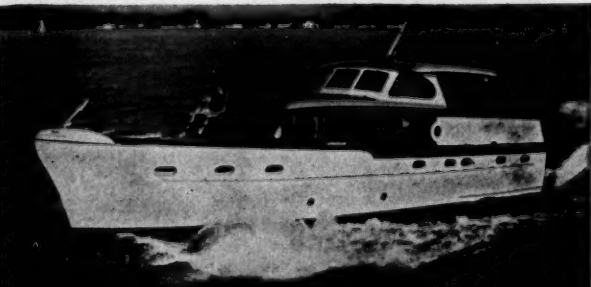


Here's carefree cruising at its very best! The time, the place? You name it! The Cruiser? Chris-Craft's new 34-ft. Commander, completely equipped with dinette, galley, toilet compartment. Sleeps 6; speeds to 30 m.p.h.

This magnificent 54-ft. Motor Yacht offers *supreme* extended cruising accommodations for 10. Gorgeous interior! Twin or triple Chris-Craft or twin Diesel engines, speeds to 20 m.p.h. Also a luxurious, new 62-ft. Motor Yacht.



Years ahead in design—47-ft. Buccaneer for 1952 with spacious Super De Luxe Sun Deck! Carpeted salon; dinette; galley; 2 toilets. Four staterooms sleep 9. Twin engines, speeds to 24 m.p.h. Ask your dealer for complete data.



NOW is the time to get away and play... to enjoy your own new Chris-Craft! See your friendly Chris-Craft Dealer today. There's one in every major port.

Chris-Craft
CHRIS-CRAFT CORPORATION, ALBION, MICH.

MOTOR BOATS • MARINE ENGINES • OUTBOARD MOTORS • BOAT KITS
WORLD'S LARGEST BUILDERS OF MOTOR BOATS



BRYANT'S marina

EVERYTHING FOR BOATS . . .

Be Sure

SEN-DURE

**FRESH WATER COOLING
HEAT EXCHANGERS**

An engineered system for every engine built.
The SEN-DURE Heat Exchanger means economical operation for your boat.

COPERROYD
REG. U.S. PAT. OFF.

**ANTI-FOULING
BOAT BOTTOM COATING**

Provides
a hard — fast — durable finish.
All over the world . . .
effectiveness and economy proved!



EXPLOSION?
NOT WITH THE

J-W SNIFFER ON YOUR BOAT!



25 years experience in boating safety backs the new J-W Sniffers. New adaptability, new low cost, broader protection against vapor hazard. Model MC-1 complete, \$59.50.
Bryant's Marina — the place to Buy!



"AMOT" THERMOSTAT
Automatic Marine Engine
Water Temperature
Regulator . . .



- ★ Rapid warm up
- ★ Better idling
- ★ Better fuel consumption
- ★ Fewer repair bills
- ★ Simple to install

Product of
**AMERICAN
MOTORS**

**DANFORTH
ANCHORS**

**"HOLD BETTER THAN
ANY OTHER TYPE!"**

- ★ Best holding power with less weight
- ★ No folding parts

- ★ Holds in every type of bottom
- ★ Stows flat . . . on deck or in hawspipe.
- ★ Breaks out easily on vertical pull

Greatest Holding Power
Per Pound In the World
Proved In
Hundreds of Official Tests

BRYANT'S marina

in SEATTLE

1117 E. Northlake — MEIrose 0090

in SPOKANE

Center of Division Street Bridge — RIverside 6338



BRYANT'S marina

EVERYTHING FOR BOATING . . .



AMAZING FAMOWOOD!!

All-Purpose Plastic . . . Applies Like Putty

- ★ NON-SHRINKING — "Stays put" under adverse conditions.
- ★ WATER PROOF and WEATHER PROOF when properly applied.

ARNOLT

IVALITE

SPOTLIGHTS

DIRECT CONTROL

Controlled Light . . . Where You Want It.

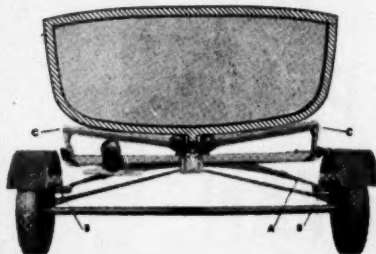
Available in Remote Control or Direct Control. Both have sealed beam light unit, trouble-free "Perma-Contact" electrical connection, 360° rotation, water-tight construction and installation, all brass-and-bronze design, and gleaming, modern, chrome finish.

REMOTE CONTROL

For SAFETY AFTER DARK!



MASTERCRAFT TRAILER WILL GIVE YOUR BOAT THE RIDE OF ITS LIFE!



ADJUSTABLE CRADLES

Mastercraft's adjustable cradles can be adjusted to fit any boat in minutes. Place your boat on the trailer with keel resting in keel guide, adjust cradle "C" to position.

PRE-LOADED SPRING

Pre-loaded spring "A" was designed to give boats varying in weight a smooth, easy ride. Dual shackle link assembly "B" absorbs road shocks.

BRYANT BOATS ON DISPLAY!

Best Boat Buy is BRYANT'S!
See the 14-Ft. HORNET and the 12-Ft. WASP — the 12, 14 and 16-Ft. Bryant STORM KING.

See BRYANT HUSKY SKIFFS

10 and 12-Ft. HUSKY SKIFFS with a 4" keel.
Really row EASY!



BRYANT'S marina

in SEATTLE

1117 E. Northlake • MEloose 0090

in SPOKANE

Center of Division Street Bridge • RIverside 6338



BRYANT'S marina

"EVERYTHING FOR BOATING!"



DOLFINITE marine products

★ PAINTS ★ ENAMELS
★ VARNISHES ★ SEALERS

For The Finest . . .

Dolfinite has an enviable reputation. Yes, Dolfinite products are fool proof and the wise boat owners insist upon using it.

"DOLFINITE . . . truly, The Finest!!"

if *you command a cruiser*
or skipper a snipe

YOUR BOAT DESERVES
ATTWOOD
MARINE HARDWARE

Let your pride of ownership be reflected in gleaming Attwood Marine Hardware. It's designed to combine lasting beauty with real, seagoing usefulness. Four out of five leading boatbuilders specify Attwood throughout. Over 500 items to choose from.



Bryant's Marina has a complete inventory of the fine ATTWOOD Marine Hardware. Visit Bryant's today, the Boating Headquarters of the Pacific Northwest.



It's PENN YAN World Famous Boats

Light — but amazingly strong!

Whether you want a yacht dinghy, a sportsfishing rig, a cartop boat, or just a family outboard, don't miss the new PENN YAN models!

Built to last — designed to please the eye — always ready to give seaworthy service.

All PENN YAN boats have brass and bronze fastenings and hardware throughout for use in salt water.

It's PENN YAN

FAMOUS BOATS
THE WORLD OVER

Bryant's Marina is the place to buy your Penn Yan. Visit Bryant's Famous Show-room!



BRYANT'S marina

in SEATTLE

1117 E. Northlake • MEIrose 0090

in SPOKANE

Center of Division Street Bridge • RIverside 6338

TWO OF THE FINEST YACHTS ON THE COAST ARE NOW AVAILABLE

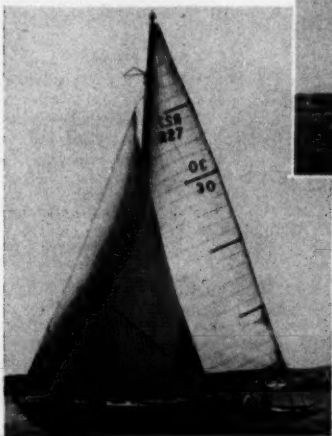
Ten meter sloop, *Branta*, winner of every major race in her class and in ocean racing division in So. Calif. All mahogany natural finished hull, composite construction, 25 hp Gray installed 1948, complete complement finest racing sails. All cruising and safety equipment. Raced and maintained by one of coast's outstanding yachtsmen. For inspection, Los Angeles Harbor.

For cruising and racing we offer one of the famous "Rhodes 27's". Built in 1948, this boat reflects the finest in construction, equipment and maintenance. She sleeps 4-6, has teak decks, Honduras hull, Everdur fastenings, Gray 4-29, Monel fuel and water tanks, 2 suits Watts sails, Dyer sailing dinghy, RCA radio telephone. Rates 28.1 LDRR and has excellent racing record. Dimensions: 40'1" x 27' x 9'9" x 6'. For inspection Newport Beach.

Courtesy to Brokers

Clark Sweet

SALES • CHARTERS • INSURANCE
LIDO PENINSULA SHIPYARD
900 31st St. Harbor 301
Newport Beach, Calif.



BRANTA, the nation's outstanding 10-meter sloop. Maintained in fine racing condition, she is designed to appeal to those seeking the acme in class and ocean racing.

← **"Rhodes 27" LANCER**, finest combination cruising and racing boat in Southern California. Every possible piece of equipment in beautiful condition.

Visit
BRITISH COLUMBIA
Canada

NEW ADVENTURE

From Quatsino to Squamish—from Clayquot to Kitimat, either through the famous sheltered "Inside Passage" or along the rugged west coast—here are sailing thrills for your up-coast trip.

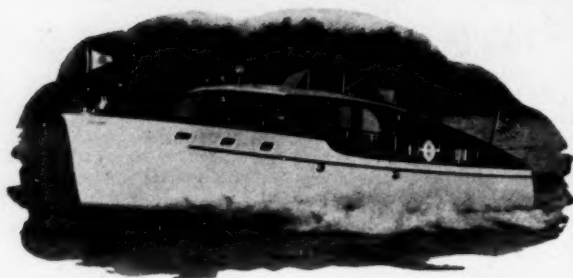
You'll find snug harbours—marine stations to provide service power craft and ship chandlers to provide gear replacements conveniently located along the entire British Columbia coast. When you land, there are pleasant, friendly shore jaunts and accommodations for your shore jaunts. For complete information, write

BRITISH COLUMBIA GOVERNMENT
TRAVEL BUREAU, VICTORIA, B. C.

Visit
BRITISH COLUMBIA
Canada

SE-23

**SMOOTH
and
QUIET**



*Stephens Cruisers
Are Cutless Equipped*



*Soft Rubber
Water Lubricated*

Enjoy the smooth quiet performance of Cutless Bearings. The soft rubber, water lubricated, bearing that cushions the propeller shaft and absorbs noise and vibration. Make you forget about bearings. Cutless bearings outwear all other types and reduce shaft wear. Not affected by oil or grease.

Available from Boatyards and Marine Suppliers

LUCIAN Q. MOFFITT, INC.

AKRON 8, OHIO

Engineers and National Distributors

B.F. Goodrich *Cutless* **BEARINGS**

PROPELLER SHAFT

ADD VALUABLE YEARS WITH S-N GEARS



Snow-Nabstedt has manufactured top quality Reverse and Reduction Gears for 46 years. Our gears have increased the usefulness of pleasure and commercial boats everywhere.

"Pioneer", veteran dragger of Boston, was repowered with a 175 H.P. Cummins Diesel with S-N superior cone clutch and the heavy duty herringbone reduction Gear.

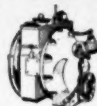
"Catherine Paladina", a 22-year-old otter trawler of A. Paladina, Inc., Calif., was repowered with a 270 H.P. "Cat" Diesel using S-N push button air-controlled Gears.



"Henry O. Underwood" of Jonesport, Me., first of the new designed sardine carriers, was equipped with 160 H.P. Buda Diesel and S-N balanced reverse Gear which transmits 100% engine speed in reverse.



Add valuable years of use to your boats with S-N Gears. WRITE TODAY.
On the finest marine engines 4 to 1000 H.P.



Hydraulic



Manual



Air-operated

S-N GEARS



SNOW-NABSTEDT
GEAR CORPORATION

277 Walton St., Hamden 7, Conn., U. S. A.

Designed with features specifically for marine use

On Every Count

CHRYSLER

**Is America's No.1
Marine Engine**



FIRST IN POPULARITY! More boat owners requiring power in the 87 to 165 h.p. range have specified Chrysler than any other make.

FIRST IN PERFORMANCE! From every American waterway comes the report "Where there's a Chrysler Marine Power, there is a combination of dash, quietness, smoothness and long-lived dependability—*unmatched!*"

FIRST IN FINE ENGINEERING! Universally recognized for its engineering leadership, Chrysler gives you Weatherproofed Ignition System, Positive Gear Driven Water Pump with increased capacity (15 to 27 gals. per min.), Vee Drive, Oilite Clutch Plates with Planetary Type Reverse Gear Assembly, Hydraulic Control, and an engine that defies wear and abrasives.

FIRST IN DOLLAR VALUE! Only Chrysler gives you all these features at *no extra cost*—Storage battery, Thermostatic Control, Full Flow Oil Filter, Rubber Mountings, Oil Cooler*, and Opposite Rotation engines.

FIRST IN SERVICE! Only Chrysler offers Marine Engine Service facilities at so many points. And no other Marine Engine Service has comparable facilities for fast parts delivery to any American or Canadian port.

Power or repower with the engine that is **FIRST** on every count. Your Chrysler Marine Dealer is ready to fill your needs. *Marine Engine Division, Chrysler Corporation, 12200 East Jefferson Ave., Detroit 31, Michigan.*

*Except on Avc Models



"The Best Ten Weeks of My Life"

The 55-foot "Jessica", with four men and three women aboard, sailed down the Trades to Hawaii, cruised the Islands to take advantage of favoring winds, then sailed 2800 miles home to Puget Sound.

WE set sail from Newport Beach, California, on June 29, 1951, for 10 weeks of the most sustained good time that I can ever recall. During the 18-day cruise to Hilo on the Island of Hawaii, the 25 days spent among the Hawaiian Islands and the 29-day cruise from the Island of Kauai to Seattle, there was no moment when I wished to be any other place than right where I was.

Aboard the 55-foot Buda diesel-powered ketch *Jessica* were the co-owners, Sidney Gerber and Ted Jacobsen, both members of the Seattle Yacht Club. Sid was accompanied by his wife, Anne, Ted by his wife and daughter, Florence and Tina. Completing our party of seven were Bob Wikeen, a University of Washington junior who hails from Honolulu, and the author, who is also a member of the Seattle Yacht Club.

We have been asked repeatedly why we did not enter the Honolulu yacht race. There were several reasons. In the first place, although our combined sailing experience was considerable, none of us had previously sailed the ocean. In the second place, none of us had sailed aboard *Jessica*, but recently purchased by her owners. In the third place, with three women and four men aboard, we simply did not have a crew of racing personnel. And finally, we were setting forth on this cruise for the pure enjoyment of ocean sailing, including an itinerary of the Hawaiian Islands that would start with the Island of Hawaii and work around to the Kona Coast of that island, thence up the leeward

side of the other islands to Kauai from where we were to set sail for Seattle. Such an itinerary indicated that our first landfall should be Hilo, not Honolulu, and in retrospect, that is exactly right, because it enabled us to sail among the islands with a constantly favorable wind.

Ocean sailing is quite different from cruising among the inland waters of our Northwest Coast where one can always drop anchor for the night or put in for supplies. Once away from shore a ship and its crew are completely on their own. There is no place to go for repairs, no grocery store for supplies, no doctor for medical treatment; each ship must be self-sufficient unto itself. With all these things in mind we provisioned the boat, gave thought to her equipment and gear, and planned how she should be sailed. Stowed aboard were canned goods of all kinds, 200 gallons of water, engine oil, kerosene, gasoline, medical supplies, bread, fresh eggs, paper napkins, towels, personal clothing, 1200 paper plates, screws, nuts, bolts, spare pieces of lumber, and a thousand other things that one might need. Seventy gallons of spare

fuel for the diesel engine were lashed to the shrouds in five-gallon cans.

The day was divided into six watches. Sid, Ted and I each took two watches so that we stood four hours on and eight off. Tending watch with us were Florence, Tina and Bob. That left Anne free to do the cooking, perhaps the toughest job aboard. At the end of each week the watch was rotated so that whoever stood from 7 to 11 next stood watch from 11 to 3, and so forth. Other duties were divided among us. Bob and Tina did the dishes. Florence helped Anne keep things ship-shape below. Ted and I were responsible for the navigation. Sid, Ted and I decided jointly upon what sail combinations to use and how to rig them. Sid was skipper and engineer.

During the first week at sea, and later when we returned to Seattle, woolen clothing was especially welcome. We lived in woolen underwear, socks, shirts, down jackets and covered the whole with wet weather gear. But with each day that we cruised south and west the water and the weather became warmer until finally we lived and slept in shorts.

One week out of Newport Beach we found the trade winds and fairly



"Jessica" back in Puget Sound, her home waters.

— Photo by Ken Ollar.

by Talcott Ostrander

flew in the most direct route toward Hilo. Sailing down the trades was thrilling. Waves followed us, caught us, gave us a forward lift and passed on under the bow, each one followed by another and another. As far as the eye could see, nothing but steep seas of glorious blue water. From that time on we relied entirely upon head sails, a rig that greatly eased the job of steering. The mainsail and mizzen were furled to their booms. While sailing that downwind course the rhythmic roll of the ocean became a vivid experience. Five units of strength were required for every unit of work, four of them wasted in hanging on or maintaining our balance. The gimbal table took such a workout that it sometimes seemed as though the bearings should be cooled.

One surprising thing was how little fresh water we used for cooking and drinking, about two quarts per day per person, 70 gallons in all during the 18 days to Hilo. We washed everything, including ourselves, in salt water. One would think that bathing in salt water would leave a sticky feeling from the salt residue, but it did not. One factor, I believe, was the effectiveness of the saltwater soap, another was the use of a sufficient number of small rough towels.

All our troubles with gear were minor and each incident occurred before we arrived at Honolulu. The breaking of the spinnaker halyard one night required our presence on deck and an hour's work retrieving the sail from the ocean. The staysail halyard broke during the middle watch of another night. Three turnbuckles broke at the point where the headstay is secured to the bow of the boat, turnbuckles that were not strong enough to take the sideward of the balloon jib when the big sail snapped out full of wind from a reverse roll in which it had held no wind. While on the Kona Coast of Hawaii the log line got wrapped around the propeller shaft. This presented a task for Bob Wikeen, a powerful swimmer, who dove repeatedly to cut it free. And finally the starboard running backstay pulled right out of the deck 10 hours out from Diamond Head. But all these things occurred before we got to Honolulu where we accomplished repairs and had no further trouble.

The pleasure of cruising among the Hawaii to the Kona Coast we enjoyed gant praise. Ten to 35 miles-per-hour winds constantly prevailed. Sailing from Hilo around the south end of Hawaii to the Kona Coast we enjoyed a high wind and steep following sea. From the Kona Coast across the Alenuihaha Channel to the Island of

Maui we averaged eight knots under reefed mizzen and staysail in a 35-mile beam wind. It was while crossing the Molakai Channel that we pulled the running backstay from the deck and had to complete the crossing under reefed mainsail only. From Honolulu to the Island of Kauai we enjoyed the same fast sailing with reduced sail area in winds of 20 to 30 miles per hour. Wind-driven spray was no discomfort in the soft air and warm water of those lively seas.

As universal as the lovely weather was the friendship of the people of the islands, who offered a hospitality unlike anything we had ever experienced. It is indeed unfair in this story of ocean cruising to give so little space to the friends we made and the scenic beauty of their islands. We shall not forget them or the gracious manner in which they treated us.

When the time came on August 12 for the homeward voyage, Florence Jacobsen and Anne Gerber took passage on Pan American Airways. They were replaced by Bill Stowell and Johnny Knapp, both splendid lads who were returning to home and school in California. Bill took over the cooking from Anne. Johnny replaced Florence to stand a watch.

We sailed from the Island of Kauai into a rough sea and a northeast trade wind blowing 30 to 35 miles per hour. We decided at the outset not to pound the hull of the boat by sailing too close into wind and waves, because it seemed to us that with 2800 miles to sail we should do nothing that might strain the ship's caulking or hull. Moreover, by sailing five points off the wind instead of four we were able to sail faster and much more comfortably. Of great help to the helmsman, during the early days of the return trip, was a canvas shield rigged on the windward side between the mizzen mast and its shroud. This shield blocking the spray and wind was a constant comfort to anyone in the cockpit.

Our first storm of the voyage was on August 21. By 5 o'clock in the afternoon the wind had risen sufficiently that we took down the balloon jib and set the staysail. In view of the falling barometer we anticipated heavier wind. First we had dinner, then set about preparing for the night. A double reef went into the mainsail, a single reef into the mizzen. As the wind continued rising the mizzen and staysail were dropped. Onto the staysail stay we bent a storm sail of 100 square feet, attached its halyard, led its sheet, and were ready to hoist it in case the need should arise. By this time it was dark.

From there out we rode through a witches' night carrying 300 square feet of sail in the double reefed main and logging an average speed of 7½ knots. At its peak the wind was probably 50 miles per hour and waves exceeded 20 feet in height. As the wind gradually swung to the south, holding it nearly astern was a strenuous job for the helmsman, because the force of the wind and waves in shifting combinations of strength would sometimes toss the ship through 45 degrees of arc faster than he could compensate with the helm. Six times we would have jibed had not the strength of the forward guy on the main boom prevented it. Sid, Ted and I rotated the wheel between us at one hour intervals during the six hours of maximum wind.

That was a grand sail, one of those we dream about, but so rarely experience. Waves were everywhere with the seas continuously piling up under the boat and pouring water over everything on deck. Our frequent inspections of mast, sail and rigging showed everything to be holding firm. We had no fear of the sea in which the ketch yawed and rolled and sped so swiftly, only the thrill of handling a good ship in a rough night.

Great is the variety of the sea—one day there is too much wind, the next not enough, sometimes none. There

Author (with pipe) and Anne Gerber, wife of the skipper.



came hot lazy days with insufficient wind to make headway; those of us who wished swam about the boat or dove over the side. The dinghy was launched for a row around the yacht and for taking pictures of her. Be-calmed, there is much of interest to be seen. Whales put in an appearance; Albatross were always with us, so tame that they practically came up to the boat for a handout. On one occasion we saw a platter-shaped fish that had no tail, with its motive power supplied by two fins—one top and one bottom. All these things and many more become apparent to the person who is drifting. We knew then how the men on Kon-Tiki must have enjoyed it.

Each trip is enlivened by incidents and ours was no exception. On one occasion Tina poured hot bacon grease into a plastic cup only to have the cup dissolve and the grease flow over the galley floor. On another, she fell out of the upper bunk, because she had failed to use the bunk board. A roll of the ship landed her onto the gimballed table which in turn eased her onto the cabin floor. Once Ted emerged from the companionway just in time to stop a solid wave of water from which he came up gasping. Once a whale surfaced alongside about 20 feet to port, leisurely blew its spout of water, then continued its unhurried travel in an opposite direction from ours just as though we did not exist.

There was the time we saw the moon, only at first we did not know it was the moon because its light shining through some low clouds looked for all the world like the lighted superstructure of a big ship. Another time we saw a light, which at first appeared to be the masthead light of a sail boat. We could not see any running lights, yet the light was growing closed because it seemed higher from the horizon. We lit our running lights and our masthead light and shined our flashlight on the sails before realizing that what we saw was Jupiter. We laughed at ourselves and these deceptions, because we knew that others before us have been deceived by lights in the night.

One night during the mid-watch a small pelagic bird flew right into Tina's face, probably attracted by the reflection of the binacle light. The bird fell into her lap and she was so startled that she hurriedly brushed it off onto the deck of the cockpit where it lay immobilized by fear. I picked it up and gave it a toss into the air, whereupon the bird collected its wits and flew away, all the time talking about it in the manner of small birds. These were curious birds. We hardly

ever saw them in daylight, yet all night long they were chattering here and there about us. Their size was that of a small robin, their color grey. We did not know their species.

Fishing is an intriguing phase of ocean cruising. While dragging a light line on the voyage to Hilo we caught two Mahi Mahi and we caught two more on the way home. Each weighed six or seven pounds and provided us excellent dinners.

On August 23, however, we were about ready to give up the sporting side of the game and fish for food. Two fish took our hooks during that morning and both shook them free. One, a Mahi Mahi, jumped out of the water to show us what we had lost. The next we never saw; it may have been a Tuna. At any rate it gave a good tug that broke off the lure, so the fish were now the winners by just that much gear. The fourth one breaking the pole in two took the hook and lure with him. We then and there concluded that the business of fishing deep-sea with light tackle is somewhat expensive, but there is no denying that it was fun.

I should describe our painless method of pumping bilge while under sail. A small water pump was belt-connected to the propeller shaft. Normally the shaft was left in gear while under way so as to prevent its continuous turning. When it came time to pump bilge, the gear was slipped into neutral in which position the speed of the boat through the water caused the propeller to turn the shaft, and hence the pump had sufficient rotation to do the job.

When I had previously thought of ocean sailing, I had always thought in terms of heavy sails and bad weather. I must say, however, that I am now more impressed with the usefulness of a big, light-weight drifting sail. During our entire cruise the big balloon jib was probably the most useful sail aboard. There were many days when it was the one that provided us

with a driving force when no other sail would hold wind. That sail had tremendous power whether running, reaching, or sailing five points off the wind.

We reefed and unreefed the main-sail and mizzen so many times that it became routine. Of particular interest was our ability to handle the mainsail while running before a rising wind without the necessity of rounding into the wind to accomplish our purpose. Because this is so contrary to our expectations and maybe of others who have not heretofore done any ocean sailing, I will describe the procedure:

The technique in getting down the main while running before the wind is simple. The air is spilled out of the sail by easing the halyard. Subsequently, while continuously easing the halyard, the mainsheet is hardened so as to bring the boom to center where the boom crutch should be ready set to receive it. At the instant the boom comes to center it is lowered the last few inches into the crutch by the topping lift, and secured there by the mainsheet. During the entire operation the sail is continuously being worked down the mast and any shroud that it might be lying against. When the boom is secured in the crutch and the sail is down, there is no difficulty whatever in reefing.

To reset the sail, the boom is picked up by the topping lift, the sheet eased somewhat, and the sail picked up by its halyard. The sail is worked up its track by slowly inching it aloft while keeping it off the spreaders as much as possible by, first, starting the sheet only a bit at a time and, second, tugging at the leech whenever the head-board or sail threatens to foul. In the final stage the ship is brought up to where the wind is nearly abeam and the halyard quickly made fast.

In this connection I would like to say a word in favor of a permanent boom crutch when sailing deep sea. It

One of the typical sand beaches on Oahu.



was a great convenience to us. It greatly facilitates handling the mainsail in a rough sea; moreover there is less danger of a boom getting out of control and knocking someone overboard. We never had occasion to drop the mainsail or the mizzen but that we were thankful for the presence of the permanent boom crutches.

Chafing gear was placed on every conceivable shroud or rigging where a sail might wear, a precaution that we never regretted. During our 5500 miles of ocean cruising only one little hole wore through the mainsail due to lack of chafing gear at the right point, a lack that was immediately remedied.

We had expected the topping lift to chafe the leech of the mainsail and to prevent this had guarded the topping lift with chafing gear. But if this pre-



Checking over the rigging in port.

vented wear of the mainsail, it nevertheless set up a different problem in that the topping lift was forever fouling the permanent backstay in such a manner as to make for great difficulty in freeing the two in a pitching sea. Fortunately another method of protecting the mainsail from the topping lift was thought of. A light line was secured to the topping lift at a point about twelve feet above the mainboom and led to whichever mizzen shroud was most convenient. As the topping lift had to be hardened or slackened, the tension of the line was adjusted so as to keep the topping lift in a position away from the mainsail.

Navigation was perhaps the biggest challenge of the trip to Ted and me. We were not equipped with electronic devices, but were entirely dependent upon the use of a chronometer, sex-

On Kona Coast, leeward side of Hawaii.



tant, and taffrail log. Each of us had studied a text on the subject, neither had practised the art. We found that taking a celestial sight, particularly a star sight, from the deck of a small sailboat bobbing around in the middle of the ocean is not too easy, but it can be done. An accurate noon sun sight was also difficult when in the latitude of the sun's declination. Surprisingly, star sights were possible on nights of full moonlight. Such sights, taken on the two successive moonlit nights prior to our westward landfall provided us the excellent fixes that enabled us to sail directly into the harbor at Hilo without so much as altering course.

Needless to say, we were pleased with our navigation at that point, but still foresaw the possible problems of running into an overcast off Cape Flattery on the homeward passage and having to find the entrance to the Strait of Juan de Fuca without a good celestial fix. It did not work out just that way, but it did involve an interesting bit of navigation and, in addition, the second of the two storms we encountered.

On the evening of September 5th, while still 120 miles west of Cape Flattery, the wind was rising over what was still a smooth sea. Sailing with the mizzen, mainsail, and big balloon jib our course was five points off the wind. We were moving at a racing speed. Night was coming on, however, and the barometer was falling steadily, so it seemed prudent to drop the big sail and set the staysail. It was not long until we were glad we had done so, because it saved our getting out of bed along about ten o'clock. When I relieved Ted at three o'clock the following morning, we decided to do some reefing, first a single reef in the main and then a single reef in the mizzen, a combination that we carried until ten that morning when a second reef went into the main. That was splendid sailing, four and a half points off a good wind, spray flying over the bow and heading right for our mark,

the Swiftsure Lightship. Then we got detoured.

The barometer kept right on falling, the wind kept rising, and, what was worse, swung around to head us. Our course became more northerly than we would have liked and with a lot less easting than we wanted. When our celestial fix had been worked from the several sun sights taken throughout the day, our position was found to be thirty miles north of our dead reckoning, which was based on the last previous fix that we had been able to obtain, two days earlier.

At six in the early evening of September 6th we were thirty miles off Vancouver Island, right off Establin Point, and headed straight for Nootka Sound. By that time the wind was blowing a steady forty miles per hour, the sea was very rough, and the barometer still falling. We lowered the double reefed mainsail and set a storm trisail in a driving rain, came about onto the port tack, lowered the staysail and mizzen, and from seven that night until eight the following morning hove to in a southeast gale that reached sixty miles per hour.

The helm was left unattended and unsecured, the trisail was snugly sheeted. The ship layed largely in the trough of the seas, but not quite so, for the bow took the waves slightly to port. Some waves broke over the bow with considerable amount of solid water. On at least one occasion there was enough force to snatch overboard one five gallon can partially filled with kerosene and one partly filled with gasoline; both had been insecurely lashed to the shrouds.

At four in the morning of September 7th the barometer ceased falling and commenced to rise. The wind began losing velocity at the same time, just as it had on the occasion of the previous storm. By eight o'clock we were able to unbend the storm trisail and set the working sails in a wind that had swung to the south so as to

(Continued on Page 56)



Sailed by Bob Allen, Bill Zinsmeyer's Fisher Island Sloop, "Bagatelle", chalked up her most important victory since her arrival on the west coast by winning the Brokaw Trophy.

Catalina! Lipton!

FOR a while the small craft warning on the flag pole at the Los Angeles Yacht Club fluttered wildly, then gradually straightened out until by the time the full storm warning went up it was standing off the mast straight as a board in the driving northwesterly. The anemometer at the relatively sheltered club showed a wind velocity of from 30 to 40 knots.

As starting time approached for the famous Brokaw Trophy race around Catalina Island, slicker skippers and crews popped from the cozy shelter of the cabins of the ocean racers lying in the anchorage and readied their craft for what was to be the wildest day many of them ever spent on the water.

Twenty minutes before the start, reefed mains were gingerly hoisted in the still mounting wind and the boats literally roared through the white-capped anchorage and out to the starting line off the yacht club mole. Once free of the obstructions to windward, the craft felt the full force of winds that measured up to 65 miles in velocity.

There were 17 boats out for the start. Seventeen bilges and keels were all that could be seen of the craft as they bolted across the harbor to the breakwater entrance on a broad reach. From the protection of the Yacht Club, the race looked great, but from the boats themselves it was somewhat less than that. Two and three men on 6 to 1 reduction winch-

es were needed to sweat in working jibs filled half with wind, half with water. Leeward lifeline stantions vibrated under the pressure of the water racing over them. Mains'ls stayed up only because it was impossible to get them down while the boats hurtled through the chop at from seven to nine knots and at a 45-degree angle of heel.

Pandemonium broke loose once the fleet cleared the breakwater. Sails burst like balloons, fittings twisted, swallowed even the largest of the sail slides tore free. Heavy swells fleet from view as the boats tried to stand for the west end of the island. Crews looked anxiously at their skippers and the skippers looked skeptically at their rigging and the 21 miles of churning Pacific lying between them and the long island they were to round. Then, one by one they shortened sail, came about and returned to the anchorage.

By two in the afternoon — three hours after the start — all but two of the 17 boats had returned to the anchorage or had fled for the shelter of Newport Bay. Barney Huber's *Mara* and Dick Stewart's *Dancer*, two of the smallest boats in the race, made it to the island and then they too ran back home.

The race was scheduled for another start two weeks later — March 22 — and in the interim there was a lot of talk about storms'ls and reef points. A lot of guys had it figured how they could "sweat out" another gale like

the previous one and still finish the race, but they didn't quite have the chance.

It was blowing hard from the east when the badly depleted fleet of 8 boats headed out again. It was a Santana—a dry, dusty wind from the desert—that this time sent the small craft warnings up and the crews below for the storms'ls. But the small sails that went up came down just as quickly when the wind steadied at 28.

At 11 a.m. the eight boats crossed the line on a broad reach for the breakwater entrance. Once through the entrance they swung off on a run to the end of the island, breaking out reef points and setting spinnakers as they went.

In weather like that, it might be expected that Ken Schmidt's 10-meter sloop, *Hilaria*, scratch boat of the fleet, would be able to save her time, but she never got a chance. Fred Lyons' *PCC*, *Kitten*, H. Barneson's *PCC*, *Lani*, Lew Whitney in the California 32 sloop, *Atorrante* and Bill Zinsmeyer's *Bagatelle* hounded her all the way across the channel during the early afternoon. A sudden drop in the wind just as *Hilaria* reached the Island brought the whole fleet together again, with the three smaller boats, the *Lancer*, *Dancer* and *Westward Ho*, some distance astern, but still saving their time on the larger craft.

The wind freshened from the north-west half an hour after it had died out of the east and the fleet beat up around the rocks on the westerly end of the island, then headed down Catalina. Four hours after the start the first group of boats had sailed a third of the 67-mile race without a tack and were now running before a freshening northwesterly down the back of the island. A circle half a mile in diameter would have included all but the last three boats in the fleet all the way to the end of the island and, as it turned out, all the way back to the finish.

Delight To Sailors

Schmidt, playing carefully at the leeward end of Catalina, held *Hilaria* well off the Island hoping to miss the flat spots lying below the bluffs. The rest of the fleet cut the leeward end of the Island close and found no flat spot, thereby cutting *Hilaria's* lead to a quarter of a mile and her chances of saving her time to nothing.

Only seven hours had passed when the first five boats rounded the end of the island and headed back for the Los Angeles breakwater. In the fresh northwesterly and the gathering darkness reaching genoas were set and the fleet burst through the chop at seven and eight knots. *Hilaria*, still cautious of the wind dropping, stood well above the breakwater entrance while *Atorrante*, *Kitten*, *Bagatelle* and *Lani* drove for the light.

At 9:59 p.m., just ten hours and fifty-nine minutes after she had started, Lew Whitney's *Atorrante* reached through the breakwater entrance. Ken Schmidt's *Hilaria*, forced to run down the breakwater in the rapidly diminishing wind, finished three minutes later and as the superb wind died out, *Kitten* and *Bagatelle* coasted in through the gap. Eleven minutes separated the finish of the first and the fourth boat. Barneson in the PCC, *Lani* finished a few minutes later. Dick Stewart's *Dancer*, Mark Hulsmann's *Westward Ho* and Whitney's *Lancer* all were trapped in the calm five miles from the finish and were thus out of contention.

Though *Bagatelle*, taking time from all of the first five boats, won the race by a little over two minutes on corrected time, no one was happier than Lew Whitney who, in only his second race in his recently purchased *Atorrante*, was first across the finish line. For the *Bagatelle* the Brokaw trophy stands as the most important scalp to date and will serve as another reminder to all who are interested that the Bill Zinsmeyer-Bob Allan-*Bagatelle* combination is twelve o'clock lightning in the Ocean Racing division.

Gartz Gould's "*Ballerina*" representing San Diego Yacht Club recaptured the famous Sir Thomas Lipton Trophy from Newport Harbor Yacht Club. She is shown driving for the line at the start of the race.



Seven Clubs Try For Sir Thomas Lipton Cup

Gartz Gould from the San Diego Yacht Club announced at a recent Southern California Yachting Association meeting, "We're going to take the Sir Thomas Lipton Trophy back to San Diego." There was some polite laughter and those in the know winked at Walt Elliott, then possessor of the massive trophy, and the subject was dropped.

But two days later when the Lipton trophy race got underway off Newport Beach, many recalled Gould's bland assertion. He was as hot as a two-bit pistol and wasn't to be denied. All the fluky weather that Newport could muster and all the wake of the nearly 100 power boats in the spectator fleet couldn't hold him back. Said Walt Elliott when the race was over, "I'm glad Gartz won it. It couldn't have gone to a better guy or a finer club."

That, perhaps more than anything else, indicates the tenor of this well-known inter-club, boat-for-boat ocean racing classic. Over the years this unique race has seen more universal interest among yachtsmen than any event other than the Honolulu and Ensenada races. Because of this appeal, it has drawn upon the finest boats and skippers every time the cup is in contention.

On the 16th of March seven South-

ern California Yacht Clubs sent their finest boats, skippers and crews out after the cup in weather that was a mid-summer oasis in the middle of two weeks of stormy wintry gales and cold. George Strom sailing Hal Ramser's PCC, *Antigua*, challenged Elliott's *Escapade* for the cup and this served notice on all other clubs that had boats that would measure in for the boat-for-boat race.

Gould was never a threat in the first third of the race, Don Douglas Jr. representing the Los Angeles Yacht Club with his California 32 sloop, *Altamar*, taking a big lead at the first mark and lengthening it considerably throughout the first five miles of the 12 mile race. It was just when the spectator fleet was beginning to lose interest that Gould, then in second place and well ahead of *Escapade*, made his bid.

Unknown to Douglas or Gould, *Altamar* snared a twenty-foot streamer of kelp on her off-ante wheel and that proved her undoing. In ten minutes of very light going, Gould's PCC, *Ballerina*, reached up to the Los Angeles boat and passed her. From then on *Ballerina* couldn't be touched.

Finishing a scant ten minutes before sunset (when the race was to have been called), Gould beat the second boat, George Kettenburg's Coronado Yacht Club entry, *Eulalie*, by nearly half an hour. The defending *Escapade*, representing Newport Harbor Yacht Club, finished in third place, a boat length ahead of *Altamar*.



The "Sprig" is doing about 30 mph on San Francisco Bay.

"Sprig," A Power-Packed 28-Footer

JOE BANZI is well known to outboard racing fans all over the country, for in his younger days Joe used to be a hot shot outboard racer, and instead of wearing a 1952 model crash helmet, he wore a battered derby hat as he piloted his roaring runabouts to many a victory.

Joe is just as individual today in the boats he designs at the East Bay Marine Service, in Oakland. For example there is the *Sprig*.

Sprig was designed and built for Art Beckett and Fred Frederighi, members of the Oakland Yacht Club. They told Joe they wanted a fast sport runabout, suitable for fishing in the Bay and outside, and they got it. Her top speed is 30 knots, and she is used not only for sport fishing, but

for transportation to the owner's duck club up the Bay in duck season. Then they use her for striped bass fishing on the Bay and its tributaries, and for salmon fishing outside the Golden Gate.

Beckett and Frederighi take four to six people fishing, and it takes only 45 minutes to get to the salmon fishing grounds outside the Gate, from the Oakland Yacht Club.

Sprig is all steel construction, built by Fabri Steel Co., Oakland. She is 28 feet long and has a 10-foot beam, with a draft of 2 feet two and 1/8 inches. The hull is a compromise Vee and flat bottom, and is constructed of 10-gauge steel on the bottom, and 12-gauge on the sides and deck. The hull was zinc sprayed on the outside. On

the inside the hull has a coat of automobile underseal and the forward cabin is insulated with Fibreglas to cut down on noise.

Sprig is powered with twin Kettering Cadillac engines, 160 hp driving through 2-to-1 Snow & Nabstedt reverse and reduction gears. Shafts are Monel metal, turning 17 by 20 Pitchometer propellers in Goodrich Cutless bearings.

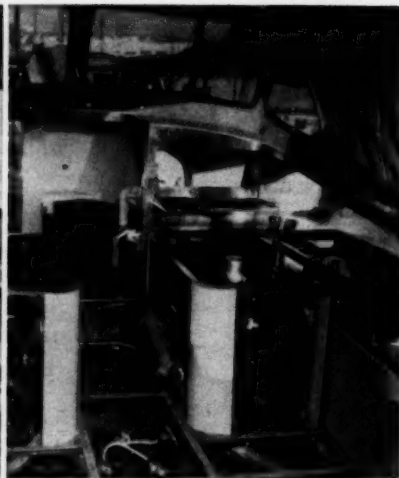
Cooling of the engines is the same as in an auto. In place of the radiator and fan cooling system, though, as on an auto, *Sprig* is fitted with a steel tank on the bottom. This tank is 2 inches deep, four feet wide, and 8 feet long. It is fitted with baffles. The water passes through the staggered baffles slowly and the heat is dissipated through the bottom of the hull. The engine manifolds are salt water cooled.

Fuel consumption is about 9 gallons

(Continued on Page 56)



At the wheel is Arthur Beckett, one of the owners. Note roll-top stainless steel compartment cover. Engine covers are Naugahyde.



On right, one of the twin Cadillac engines and Snow-Nabstedt gears can be seen. Note stainless steel bulkhead and folding-down table and berths forward.



Belvedere Cove will once again be a popular rendezvous spot for Bay Area sailors. A new turning basin has been created near the San Francisco Yacht Club and the Corinthian Yacht Club, pictured here, will act as hosts for many boating activities during the 1952 season. — Steve Stevens Photo.

What's Shaping Up At San Francisco for 1952

ACTIVITY will certainly be the keynote for the San Francisco bay area fleet of 1952. There will be fourteen windjammer races and eight power cruiser races to satisfy those who want competition and a lot of it.

Each weekend that is not taken up by racing will be well filled with cruises, both inside and outside the bay. This year, with the creation of the new and spacious yacht harbor at Moss Landing in Monterey Bay, an added impetus to offshore cruising will be provided. There will also be a cruise up the coast to Inverness, on Tomales Bay, in continuation of the very enjoyable affair that was held last year. Many of the bay yachtsmen are planning to take their craft north to the Seattle SeaFair and Pacific Coast Regatta, which will be held in Seattle from June 29 to July 5. Many of the skippers are planning to make the trip together so that they will have the company of friends and the safety of a fleet operation.

Something new has been added to the power cruiser operations for the coming season. The efficient and capable Dan Boone, Admiral of the power cruiser fleet, has with the help of his able assistants, who are the officers of the NCPA, organized an instruction program for all bay skippers who wish to learn the answers to successful Over-the-Bottom racing.

Commodore Dan and his staff hope that more skippers will become interested in this type of racing after they better understand the problems involved and the method of solving them. This could very easily result in a material increase in the number of participants for the cruiser races. Everyone enjoys doing the things he knows how to do and having the feeling that he has as good a chance to win as any of the other contestants.

Last year there was an average of 45 boats per race and this year it is expected that the average will be increased to around 60 boats. It appears that the Sausalito Cruising Club and

the Point San Pablo Yacht Club will once again be the leaders in power cruiser racing and that Jim Rears of Berkeley, with his Huapala, will be the man to watch in every race.

There have been many adjustments in the point system used to award places to the winners. It should result in fairer competition for all concerned. The Over-All Winner will be decided on the best five out of eight races. Below is the NCPA Racing Schedule for 1952:

May 3—Annual Oakland Shake-down Race—Oakland Yacht Club & Chamber of Commerce, sponsor.

May 17—Hearst Regatta—S. F. Examiner, sponsor.

May 31—Antioch to Stockton Race—Stockton Yacht Club, sponsor.

June 28—South Bay Race—South Bay Yacht Club, sponsor.

Aug. 9—Sausalito Cruising Club Race—Sausalito Cruising Club, sponsor.

Aug. 31—Steamboat Slough to Sacramento, Sacramento Yacht Club, sponsor.

Sept. 20—St. Francis Yacht Club Race—St. Francis Yacht Club, sponsor.

Oct. 11—Golden Gate Yacht Club Race—Golden Gate Yacht Club, sponsor.

(Continued on Page 55)

THAT BUDDING, ACTIVE RAINIER YC

A hustling young yacht club has its heart set on sponsoring one of the finest starting-line arrangements in the history of the International Cruiser Race. The Rainier Yacht Club is bubbling over with the "volunteer spirit" since it was awarded the assignment. As young as they are in yacht club comparisons they all feel mighty grown up these days and are measuring right up to the task of beating the drums for the '52 cruiser race.

It was just a few years ago—March of 1947 to be exact—that the Rainier Yacht Club was conceived by three enthusiastic yachtsmen, Art Chitty, Joe Little and William B. Custer. After contacting active boat owners

by Chas. J. Lamb, Jr.

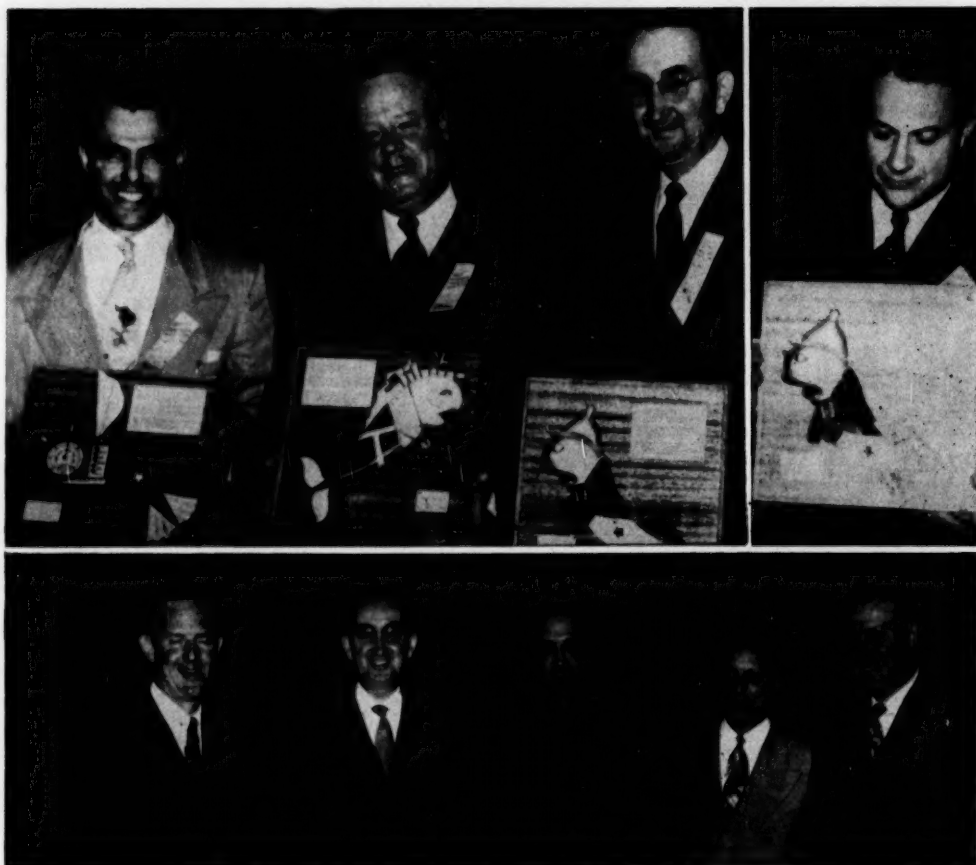
of the area, they soon had 13 charter members.

The newly-formed club met in the office of a small realty company for a short time, then the meetings were moved to Little's Marina. The first officers were: Art Chitty, Commodore; Cal Eddy, Rear Commodore; Harry Beck, Secretary; and Alex Thomson, Treasurer. Raymond Day was the first Fleet Captain. The same officers served the next year 1949. Commodores for the following years were Roy A. Palm, 1950, Cal Eddy 1951 and the present Commodore Ev. G. Henry, who joined the ranks as Regatta Chairman in 1949 becoming Rear

Commodore in 1950 and Vice Commodore in 1951.

One of the first events of importance was the forming of the Women's Auxiliary in April 1948 by Vi Little. The "Rainierettes," as they are called, now number 50 members. In June of 1949 the big job of building the clubhouse was started. Not very much capital was evident in the club's "building fund" but there was a mighty capital reserve of enthusiasm and interest among the club members.

The regular meetings that year were "work parties." Doctors, electricians, office workers, bankers all pitched in to clear the land, pour cement, pound nails and paint. "Overtime" was the rule as all the work was



These pictures show some of the unique originally-designed plaques which are presented to visiting commodores by Rainier Yacht Club, which sets aside one meeting each month for publicizing the International Cruiser Race. Shown holding their plaques are Commodore Sam Kehn of Bremerton Yacht Club, Commodore Frank Heffernan of Tacoma Yacht Club, Commodore Ev. G. Henry of Rainier, and Commodore Frank E. Culp of Olympia Yacht Club. Below are the following, taken at an International Power Boat Association Conference, Frank Morris, Ev. G. Henry, Arthur Chitty, Bob Landwehr and Russ Rathbone.

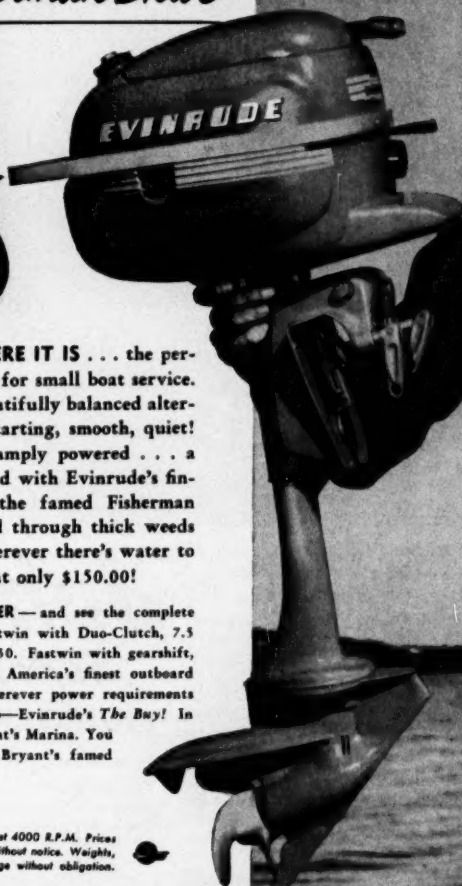
newest **ONE**
Evinrude
LIGHTWIN
with Fisherman Drive

3 H.P.*
only
30 lbs.

HERE IT IS . . . the perfect "package of power" for small boat service. Not a "single", but a beautifully balanced alternate firing twin—easy starting, smooth, quiet! Wonderfully light . . . amply powered . . . a superb troller. Engineered with Evinrude's finest features, including the famed Fisherman Drive that lets you speed through thick weeds and shallows . . . "go wherever there's water to float your boat." Priced at only \$150.00!

SEE YOUR EVINRUDE DEALER—and see the complete line of Evinrude Models. Fleetwin with Duo-Clutch, 7.5 H.P.—only 47 pounds—\$216.50. Fastwin with gearshift, 14 H.P., \$327.50. Big Twin, America's finest outboard motor, 25 H.P., \$406.00. Wherever power requirements are needed—for every boat job—Evinrude's *The Buy!* In the Pacific Northwest see Bryant's Marina. You are cordially invited to visit Bryant's famed showroom.

*Power ratings are OBC certified brake H.P. at 4000 R.P.M. Prices are F.O.B. Factory and subject to change without notice. Weights, materials and construction subject to change without obligation.



BRYANT'S marina

in SEATTLE

1117 E. Northlake - MEIrose 0090

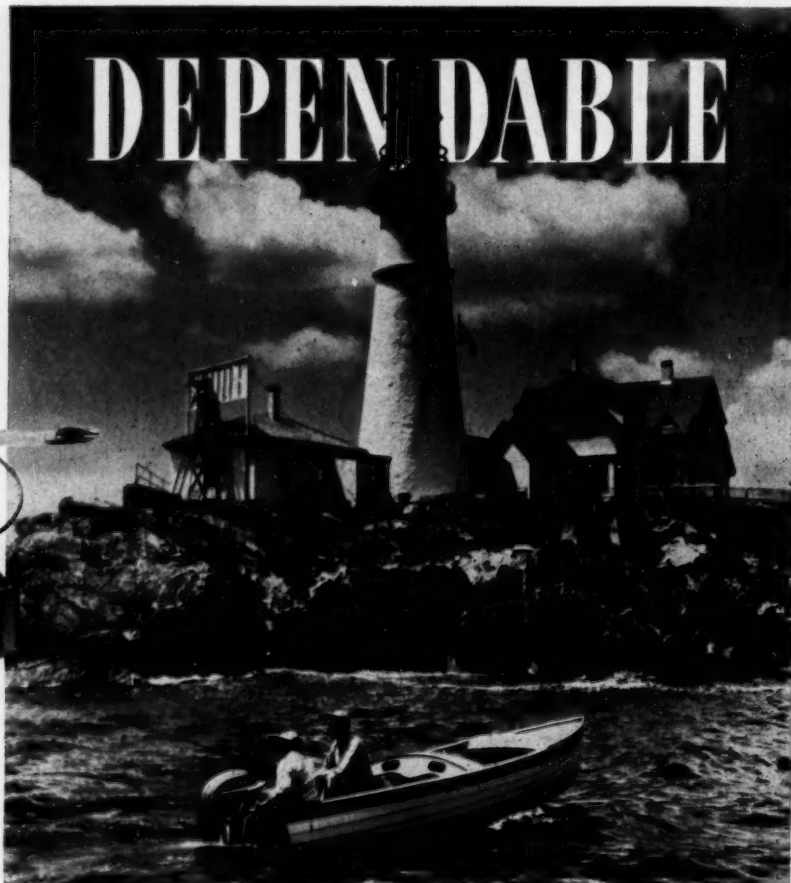
in SPOKANE

Center of Division Street Bridge - RIverside 6338

PORTLAND
HEADLIGHT



Sea-Horse 25, \$390*



They're smooth—these ultra-modern Sea-Horse motors—smooth in their entire performance range. They're swift and sure as they reel off the miles, yet they'll hold a lazy trolling pace all day long if you wish. They *start*. No gas engine of any type starts so easily... They're a joy to handle, with Gear Shift (or Neutral Clutch). And they're *rugged*... No wonder more fishermen own Johnson outboard motors than own any other make—76% more! No wonder the nation's automotive engineers show the same preference—by 82%! There is a size for every outboard need—from canoe to cruiser. Ask your Johnson dealer. Look for his name under "Outboard Motors" in your classified telephone book.

Free! The new edition of the Sea-Horse Handy Chart describes the 1952 Johnson Sea-Horses in detail. Write for it!

JOHNSON MOTORS, 2200 Pershing Road, Waukegan, Illinois
In Canada: Mfd. by Johnson Motors, Peterborough



Johnson SEA-HORSE OUTBOARD MOTORS

4 GREAT ALTERNATE FIRING TWINS

SEA-HORSE 3. New! 3 hp twin with patented Angle-matic Drive. Light weight—31 lbs.† . . . \$145.00*

SEA-HORSE 5. All-around favorite. World's largest selling outboard motor. 5 hp. Neutral Clutch. \$187.50*

SEA-HORSE 10. Brilliant 10 hp model. Gear Shift. Separate, 6-gal. Mile-Master Fuel Tank . . . \$295.00*

SEA-HORSE 25. 25 hp; speeds over 30 mph; only 97 lbs.† Gear Shift; separate 6-gal. Mile-Master Fuel Tank; Synchro Twist-Grip Speed Control; smooth, full-range performance. Only . . . \$390.00*



OBC Certified brake hp at 4000 rpm. † Approximate weight. *Prices f.o.b. factory, subject to change. Time payments available.

In commercial fishing, in logging, in petroleum production, in work-boat operation of all kinds, Johnson Sea-Horses are used by the thousands—because they give flexible, low-cost, **DEPENDABLE** service. (The lobsterman shown here drives a Sea-Horse 25.)

done at night under floodlights and on the week-ends. The "Rainierettes" held raffles, square dances and card parties to raise money for the dishes, chairs, silverware and heating facilities needed for the clubhouse. By the fall of 1950 the lower level of the clubhouse was completed and in use—a tribute to the volunteer spirit of the members.

Membership originally was set at a maximum of 100 and at present is up to 87 active members with only 8 associate members. This large active list of "boat owning" members is believed to be the largest among the local clubs. Rainier Yacht Club specializes in "active" members.

In the fall of 1949, the "Burgee," the club monthly paper, was first published. A regular feature of the "Burgee" at present is the page of candid photographs taken of members at the various events.

An exclusive group of the members who unintentionally fall overboard formed a club called the "Over board" club in February of 1949. Each of the 18 members has a framed certificate aboard his boat signed by witnesses to his "overboard" plunge. (Eighteen? There must be a lot of honest owning up to it.—Editor).

The club calendar for each year is a full one—most of the events being cruises and "get togethers" on the water. The Commodore's Ball in October and the Birthday Ball in November are the chief functions. Elections are held each fall with installations in November. Queen City officers have been doing the installing for these past 4 years with Dale Cogshall presiding. The few social events held are sponsored by the "Rainierettes."

Every opportunity is taken by the club to be represented in all major predicted log races. A point system was set up in 1950 at which time Roy Palm, the Commodore, was high point man. Murray Sutherland took the honors in 1951. A bronze plaque is given to the winners of scheduled races designated as "plaque events," with a perpetual trophy for the Commodore's Cup race now held by the "Connie B," the present Commodore's boat, as winner for 1951.

The annual opener for the year is the club's "Warm Up" Cruise held early in February each year. This

Rules and Control Points For International Cruiser Race

The final rules for the running of the Twenty-First Annual International Cruiser Race, scheduled for Saturday, July 12, 1952, from Port Madison, Washington, to Nanaimo, British Columbia, were completed by the Rules Committee representing seventeen yacht clubs who are members of the I.P.B.A.

The Course for the 1952 race is as follows: From Port Madison, course must be laid to clear the restricted area off Pt. Jefferson, thence through Possession Sound, Saratoga Passage, Skagit Bay (either side of Ben Ure Isl.), Deception Pass, Northwest Passage, Rosario Strait, Lopez Pass (either side of Ram Island), Lopez Sound (either side of Frost and Flower Islands), Harney Channel, Wasp Passage, San Juan Channel (south of Yellow Island), Spieden Channel (Between Sentinel and Spieden Islands), Prevost Passage, Shute Passage, Satellite Channel, Sansum Narrows (east of Burial Island), thence north between Kuper and Saltspring Islands, continuing north between Norway Island and the Secretary Island group; thence northwest through Trincomali Channel (west of Reid Island), Pylades Channel, Ruxton Passage, Dodd Narrows, Northumberland Channel, Nanaimo Harbor. Finish line is abeam Gallows Point Light on entering Nanaimo Harbor.

race is approximately 20 miles and held on Lake Washington starting and ending at the club dock. Following the race, a pot luck dinner for members' families and guests is enjoyed. This year brought out 20 boats with approximately 115 attending the pot luck supper. George Moore with his *Jeanne II* won the race.

Commodore Ev G. Henry has started a plan of inviting local yacht clubs to regular meetings at the clubhouse on the first meeting of each month. On February 4, officers of Meydenbaur, Tyee and Corinthian Yacht Club were present. March 4, the officers of Tacoma, Bremerton and Olympia. The Seattle, Queen City and Everett officers attended on April 1 and the Seattle Power Squadron was entertained on May 6—all visits based on the theme of participation in the

Control Points are:

1. Starting line is an extension of the most northerly dock at the entrance to inner Harbor of Port Madison (122°31.5' west longitude, 47°42.35' north latitude).
2. Mukilteo Light, passing with light on your port side within 300 yards.
3. Seal Rock Light, passing with light on your starboard side within 400 yards.
4. Cliff Island Light, passing with light on your starboard side within 100 yards.
5. Burial Island Light, passing with light on your port side.
6. Gallows Point Light, passing with light on your starboard side within 300 yards.

Important alteration to the rules to encourage an all-daylight race for most contestants, is the establishment of a staggered finish time, as follows:

1. Boats predicting an average speed for the entire race of 8.0 knots or under, with the exception of item #4, shall compute a finish time of 1930 (7:30 p.m.).
2. Boats predicting an average speed for the entire race of more than 8.0 knots but not over 9.0 knots, with exception of item 4, shall compute a finish time of 1945 (7:45 p.m.).
3. Boats predicting an average speed for the entire race of more than 9.0 knots, but not over 11.0 knots, with exception of item 4, shall compute a finish time of 2000 (8:00 p.m.).
4. Boats of over 65 feet in length, regardless of speed, and all boats predicting an average speed of more than 11 knots, shall compute a finish time of 2015 (8:15 p.m.).

coming IPBA's International Cruiser Race.

To commemorate the date of their visit, a plaque is presented to each visiting commodore to be placed in his respective clubhouse. These plaques are built up on a half section idea with the visiting club's burgee built into a "burgee fish" design. Originally designed by Charles Lamb, Jr. for the occasion, each plaque has a poem story of what the little "burgee fish" represents. It need not be stressed that the plaques are very enthusiastically received.

Yes, Rainier Yacht Club is diligently preparing for the IPBA's International Cruiser Race, and the biggest and best start yet, by any club, is hoped for. Committees are formed and working on this ambitious project. That "volunteer" spirit is showing again!

Coming In The June PMB

"Who Stands To Win The 1952 Gold Cup?"

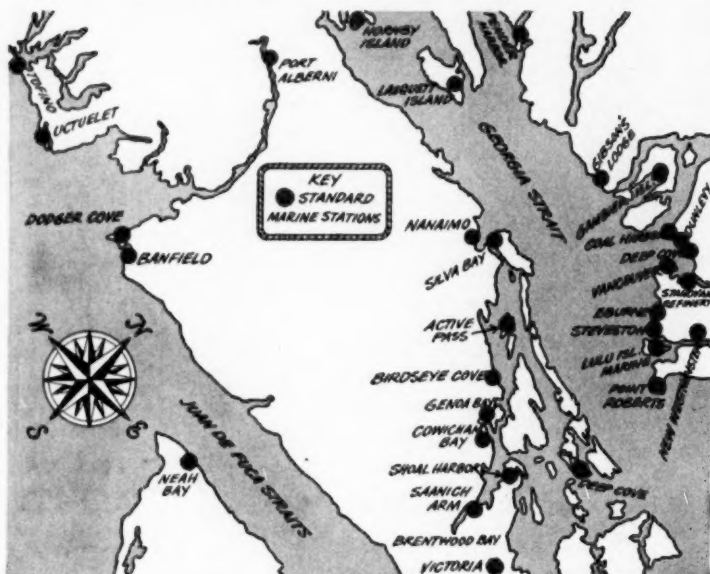


Straight Steers *by Skipper*

Cruise famous waters of the West with Standard Marine Products—Southern Vancouver Island

For a vacation packed with adventure, cruise the great Inland Passage between Canada and rugged Vancouver Island, where you'll see fiords as wild as Norway's own. And ready

to supply you with dependable products and services to make your trip in this area more pleasant are 33 Standard Marine Stations. (Red dots on map.)



It's fitting-out time again!

... And here's a reminder. Using only the best materials and supplies from stern to stern will pay big dividends in trouble-free cruising all season long. Standard Marine Fuels, Lubricants and Surfacings are the finest you can buy for the job. They're made to give economical performance... tough protection... and many hours of safe and steady cruising

under all conditions! You can get these outstanding products at any of the 273 Standard Marine Stations located conveniently from Mexico to the Aleutians.



Next month: Skipper's Map of Eastern Vancouver Island

STANDARD MARINE PRODUCTS

STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE STANDARD DIESEL FUELS RPM DELO OILS RPM MOTOR OIL
RPM GREASES RPM OUTBOARD MOTOR OIL RPM OUTBOARD BEAR LUBRICANT

© 1952 CHEVRON—RPM—RPM DELO REG. U.S. PAT. OFF.

SKIPPER SEZ— For safety's sake when fitting-out, keep all ports, doors and hatches closed while refueling. Gasoline vapor is heavier than air, and flows down open hatches and com-



panionways, remaining near the floor or bilge until removed.

Another good refueling idea is to always use Chevron Gasoline. It is correctly balanced for top all-round performance and it's sold at all Standard Marine Stations.

For the best outboard lubrication this season, be sure to use RPM Outboard Motor Oil. It meets manufacturers' high-test recommendations, and protects against spark plug fouling and port clogging.



Beware of scrapers. It's best never to use them, especially on hollow spars. Sanding will do most jobs satisfactorily and is much safer.

New fabrics last longer when treated with Standard Waterproofing Compound. It is ideal for new tarpaulins, canvas bags, shelter cloths, etc.

Better check your boat's compass again after fitting-out is completed. It may not be accurate if any metal has been shifted in the hull.



No more stuck rings in diesels with RPM DELO Heavy Duty Lubricating Oil. This tough lubricant also reduces sludge...lengthens time between overhauls...protects diesels and heavy-duty engines against corrosion.

It's This Way Along The Columbia

by Lawrence Barber

PORTLAND'S official yachting season is to be opened about May 1 when the Portland area yacht clubs plan to stage a parade of dressed pleasure craft, followed by races of cruisers and sailboats.

Columbia River Yachting Association will sponsor and arrange the opening day program, as it did very successfully in 1951. At that time, about 200 boats participated in the parade on the Columbia River between Portland and Columbia River Yacht Clubs.

Portland Water Ski Club will be host to the Pacific Northwest regional water ski championships at Powers Park, on the Willamette River just upstream from Portland's Sellwood Bridge, June 14 and 15, the closing days of Portland's Annual Rose Festival. Don Ibsen and a contingent of Seattle water skiers are expected to present the major competition. Winners will go to the Pacific Coast finals in California.

Portland Water Ski Club is headed by Floyd Simmermacher, Oak Grove, president; Les Long, Tigard, vice president; Beverly Wells, Oak Grove, secretary; and Claire Simmermacher, treasurer. The arrangements committee for the ski tournament consists of Pat Callender, Leonard Salasky and Margaret Wright.

A feature of the outboard racing season this year is the expected revival of the Astoria Regatta. Bob Chessman, publisher of the Astorian-Budget, is chairman of the regatta committee.

Columbia River Yacht Club elected Arthur T. James commodore for 1952 at a recent meeting. Other new officers are Kenneson H. Brookes, vice commodore; and A. C. Lovering, secretary-treasurer. Lovering and David Weiner were elected directors. Hold-over directors are Rudie Palitzsch, Cliff Andrus, Bud Kays, James and Brookes. Committee chairmen appointed by Commodore James are C. O. Anderson, entertainment; Bart Woodyard, cruising; Sherman A. Shaw, membership; Bud Westover,



Riverside Yacht Club is noted for gadgets and trophies, some of which are shown here and were presented at the commodore's ball in February. Jack Kent, a funeral director, received a plaque bearing a coffin ridden by a skeleton towing a water skier on the coffin lid. Jim Baney won the dumbbell of the year and the mounted spark plug that caused him much cranking and embarrassment one day. Ted Kent got a plaque bearing the skiing towline he wrapped around his propeller last season. At the left are the officers, Commodore John Grossman, Secretary-treasurer Nancy Lamb, Vice-commodore Walt Meek.

moorage; Ted Gevaart, finance; Andy Kullberg, publicity; Dr. Frederick R. Hunter, fleet surgeon.

Cowlitz Boating Club installed its 1952 officers at the commodore's ball, held at the Hotel Monticello, Longview, February 23. Jim Lichty is the new commodore; Henry Armstrong, vice commodore; Mrs. P. L. Shipley, secretary; Elva Axtell, treasurer; Ralph Geiger, sergeant-at-arms; Wilma Lee Hughes, historian. The club headquarters at Kelso, Washington.

Riverside Yacht Club of Canby, Oregon, installed its new officers February 9 with a dinner and dance at the Washington Hotel, Portland. The new commodore is John Grossman; vice commodore, Walt Meek; secretary-treasurer, Nancy Lamb. The club contemplates building a moorage on the Willamette River near Canby this year.

Oregon Outboard Association has plans to build a new club floathouse during the next year or two and will direct its activities this season toward earning some of the funds necessary for the structure. The present club float is too small and ancient to hold the growing membership. It is moored at Don Criteser's Oregon City Marina.

Portland Power Squadron celebrated its tenth anniversary with a dinner at Columbia Edgewater Country Club March 12. Chief Commander Herbert R. Prior, of New York, was present, stopping over on his way to Everett, Washington, for the 16th District Conference the following week-end.

New boats in the Portland area include a 31-foot Chris-Craft twin-engine cruiser purchased by Marcus Gerlack through Staff Jennings', and

a 29-foot Chris-Craft cruiser purchased by Frank Vanaken, Forest Grove, through the same dealer. Dr. Lee W. Dickinson, Portland, is having a 38-foot cruiser built in Seattle by Admiral Boat Company and plans for June delivery.

Portland Boat Works is building a 28½-foot sloop, with cabin accommodations for four persons, for Bob Smith, Portland naval architect (the plans were in the April PMB), and a 26-foot motor-sailer for Bud Tauscher, Troutdale flying instructor.

Kenneth H. Miller, Portland, is midway in the assembly of a 31-foot Chris-Craft kit cruiser, delivered during the winter by Staff Jennings'. He plans a July 4 launching. Several other Portlanders are building kit boats from the same factory.

Earl McCuddy, owner of Earl McCuddy's Marina, at Kelso, Washington, died suddenly January 30 at Aberdeen, Washington, while on a vacation trip with his wife, Malena. He had been in the boating industry eight years, most of the time associated with his brother, J. Lee McCuddy, in the operation of Lee McCuddy's Columbia Marina. He bought the Kelso marina about a year ago. He was 47 years old.

Another recent death was that of Kenneth Beebe, 68, president of the Beebe Company, old-time Portland ship chandlery and marine supply dealership, who died January 1. He had been associated with boats all his life, having built several and sailed considerably as a youth and young man. He also raced early-day speedboats. Later he owned cruisers, including the *Beebe Belle*, of Portland. Beebe was head of the Beebe Company from 1908 until his death. The business was founded in 1884.

Read why *only outboard used*



Tough jobs demand tough motors. Mercury outperforms all other outboards when the chips are down and the going is rough . . . gets an unqualified "Only Choice" rating for work boats at Grand Coulee.

Master Mechanic Carlo Braitto's letter tells the story. Read *why* the Pacific Bridge Company uses Mercury outboard motors exclusively for its squad boats at Grand Coulee Dam.

Here's more proof that no other outboard matches Mercury engineering and construction standards, that no other outboard delivers the performance per horsepower or per dollar you get with a MERCURY.

Seven Great Models for 1952 — 3.5 h.p. to 25 h.p. — all with Full Jeweled Power*

KF-3 3.5 h.p. COMET Single • KF-5 5 h.p. SUPER FIVE Alternate twin • KE-4 7.5 h.p. ROCKET Alternate twin
KG-4 ROCKET HURRICANE Alternate twin • KG-7 SUPER 10 HURRICANE Alternate twin
KH-7 CRUISER Alternate twin • KG-9 25 h.p. THUNDERBOLT 4-in-line alternate firing

Write for FREE illustrated catalogue "Move Up to a MERCURY"

KIEKHAEFER CORPORATION • FOND DU LAC, WISCONSIN

Features of Mercury motors are protected by issued or pending patents.



NEW MERCURY CRUISER
with Reverse Gear and
Neutral. Outperforms
engines of more than twice
its rated horsepower!

KIEKHAEFER

MERCURY is the at Grand Coulee!

PACIFIC BRIDGE COMPANY
ESTABLISHED 1889
Contractors--Engineers

322 KRAMY STREET
SAN FRANCISCO 6, CALIF.
BOX 335

COULEE DAM, WASHINGTON
FEBRUARY 1, 1952

Kiekhaefer Corporation
Fond du Lac, Wisconsin
Gentlemen:

This is written to express our satisfaction with the fine performance of Mercury motors on our repair contract for Grand Coulee Dam, as used to power squad boats transporting personnel and light equipment.

Our previous experience with other makes was that short life, high maintenance and undependability made outboard motors impractical for us. But two years ago the Grand Coulee Navigation Co. persuaded us to try a KF-5 Mercury, and that trial convinced us that Mercury engineering overcame the shortcomings of other motors we'd tried.

We've since purchased 8 more Mercurys. The first two are still giving top service after over 5000 hours of wide-open operation under the worst conceivable conditions. Most of our work is done in winter, and motors become so coated with ice that they can't be removed from the boat -- yet they start easily and operate efficiently 'round-the-clock.

Maintenance expense is low. We've had no breakage from freezing, and ordinary wear has caused almost no parts replacement. Broken parts, inevitable under our rough usage, are cheap to replace because superior Mercury engineering permits replacement of parts, in most cases, rather than major assemblies.

We use the Mercury KF-5 exclusively because the 360° pivot provides the maneuverability essential for working in fast water. This 5 h.p. motor handles heavy squad boats as well as some 10 h.p. motors we tried.

As a result of our experience, many of our employees have purchased Mercurys for their personal use, and their praise is convincing evidence that Mercury is the ideal all-purpose motor. We're pleased to recommend Mercury without qualification, especially for reliability under extreme conditions.

Sincerely yours,
Carlo M. Brait

Carlo M. Brait
Master Mechanic
Pacific Bridge Company



*Ball and roller bearings throughout

Move Up
to a MERCURY
...the outboard
MORE people
want MOST

A DINGHY-BUILDING BEE

SEVERAL enterprising members of Burrard Yacht Club, of Vancouver, B.C., had a problem on their hands last year. They wanted to acquire some smart-looking, fast and generally serviceable outboard utility boats to serve as dinghies for their power cruisers.

They wanted boats that would be economical to build and to operate, and they didn't want to go through another season without them. Finally, they thought it would be a good idea to build the craft themselves, figuring that such a job would be just the thing to fill in some of those carefree hours of the all-too-long winter.

In choosing the type and plan of the desired boat the Burrard Yacht Club, with characteristic savvy, consulted *Pacific Motor Boat*. When they

discovered, in the February 1951 issue, a description by Chuck Hickling of an 11-foot A Class utility outboard boat, they reached the collective conclusion that this was just the thing they had been looking for. They wrote for the plans, studied them and laid out a winter program for a voluntary task force comprising several prominent members of the club including Commodore Ralph Maddison, Vice-Commodore Slim Williams, Rear Commodore Ches Littler and Fleet Captain Norm Wilby.

"We decided that we could get a whole lot more done if we worked together," explained Commodore Maddison. "Fortunately for us Joe Lister is a director of the club, owning the San Jolin. Joe also is a partner in the woodworking firm of Lister Bros.,

which has a ready-made layout for just the project we had in mind."

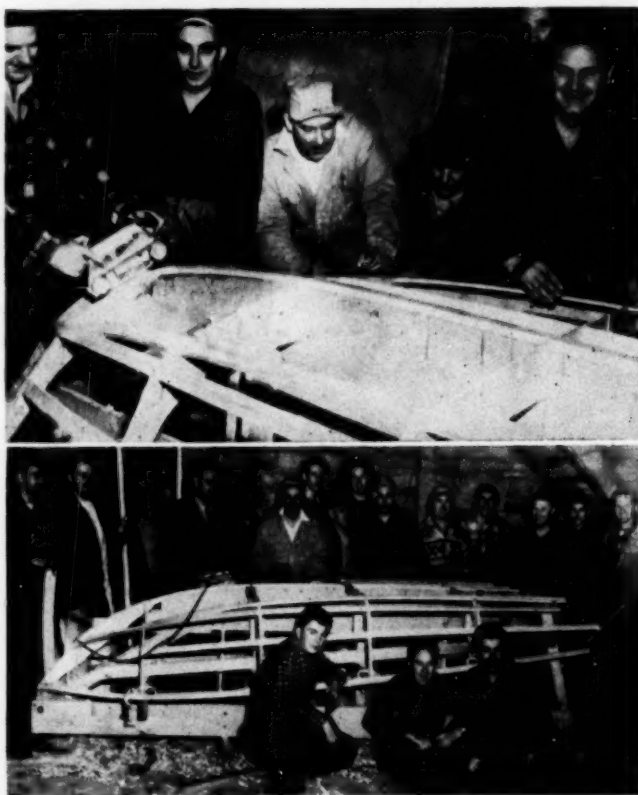
The whole idea apparently was an inspiration, because it worked out wonderfully well for all concerned. The club had already completed 11 boats when a *Pacific Motor Boat* editor visited the Lister Bros. plant on a recent Sunday, and four or five more members were waiting to go ahead with building as soon as they could acquire jigs.

The improvised boatworks, located in Vancouver's Fairview district, and a mile or so from the waterfront, was a hive of industry, with 20 or more men and boys working on hulls in various stages of construction.

"We work as a group," said Maddison. "It's kind of like a barn-raising bee down on the farm. Each one gives a hand and we profit from each other's experience and skill. Some of us have got to be pretty expert since we started this project.

"There's no boss for the job, but there's an awful lot of kibitzing. We don't waste much time, though. We spend an average of four hours every Tuesday and Thursday evenings and on Sunday. We get a lot more accomplished by operating this way rather than stringing out the job for a longer period, boat by boat, with a smaller crew. When we reach a certain stage of construction we can really put on the pressure with half a dozen or more men working on one hull. When people talk to us about assembly line production we feel we know what they're talking about!"

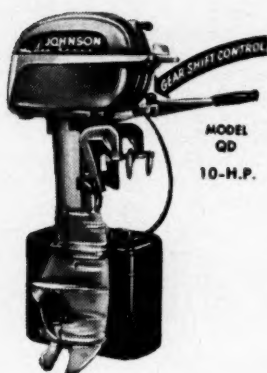
First of the boats on a trial run made 22 knots an hour and gave first rate performance. Burrard Club



At work on one of the speedboat frames are: left to right: Ches Littler, Norm Wilby, Les Marshall, Larry Johnston, Jerry Bradbury, Ralph Maddison.

Here's the boatbuilding crew of Burrard Yacht Club members with the frame of one of the power dingy hulls. Standing, left to right, Bern van Aggelen, Jim Marshall, King Bramall, Ches Littler, Russ Mark, Les Marshall, Jerry Bradbury, Larry Johnston, Ray Williams, Norm Wilby, Stew Greer, Robin Johnston, Ralph Maddison, Tom Johnston, Joe Lister. In front: Rod Maddison, Ian McKay, Slim Williams.

Throughout the Pacific Northwest + Alaska



JOHNSON

Sea Horse

is the **FAVORITE** outboard!

Whether it's for fun or business, there's a JOHNSON outboard to fit your need. You can depend upon JOHNSON to deliver — in performance and value. Get the facts and specifications direct from one of these strategically located dealers in the Pacific Northwest and Alaska.

**OUTSTANDING AMONG
ALL OUTBOARDS FOR
COMMERCIAL USE**

**At work or at play
JOHNSON
is the outboard
for every use!**

- commercial fishing
- pleasure cruising
- construction
- sport fishing
- rentals
- trappers
- racing
- transportation

For JOHNSON OUTBOARD sales and service, see

WASHINGTON

Aberdeen—Bailey Service, Inc.
Anacortes—Wally's Boat Sales & Charter Ser.
Auburn—Christie's Sport Shop
Bellevue—McCarthy & Sparling, Inc.
Bellingham—Eldahl & Soppala
Bothell—Bothell Hardware
Bremerton—Busby's
Centralia—Carter's Garage
Chehalis—Lewis County Hardware Co.
Cheney—Hanson Hardware
Cle Elum—Dorsey Motor Co.
Colfax—Bill Walter
Colville—Buchanan's Sport Shop
Davenport—Ray Scudde
Eatonville—Christensen Motors
Edmonds—J. Sherman Mills
Ellensburg—The "Pastime"
Everett—Pat Cummins Outboard Service
Grand Coulee—Harvey Van Cello
Greenbank—Chip's Boat Shop
Hoquiam—Harbor Marine Supply, Inc.
Kootenai—Shof Fishing Tackle Co.
Lakeside—Granite Falls Marine Service
Moses Lake—The Turf Sport Shop
Mount Vernon—Dick Frankard's Sport Shop
Nash Bay—Washburn's
Odessa—Odessa Drug Company
Okanogan—C. E. Blackwell Co.
Olympia—Motor Boat Mart
Omak—Brownie's Auto Supply
Oranville—L. B. Mahugh
Pasco—Sports Center
Port Angeles—Chick's Marina
Port Orchard—Howe's Hardware
Port Townsend—Hase Hardware
Puyallup—Stoner's Supply Company
Redmond—Buckley Garage
Renton—Stan Hickey's Sport Shop
Roslyn—W. J. Crestanello
Seattle—Alaska Pacific Supply Co.
Seattle—Harold F. Bolton
Seattle—Grandy Boat Co.
Seattle—Jimmy Harland Outboard Motors
Seattle—Hauy's Boat House
Seattle—Outboard Sales & Service Co.
Seattle—Seaborn's Lochi Park Boat House
Seattle—Seattle Sporting Goods
Seattle—Tashiro Hardware Co.
Selro Wenley—Johnson Appliances Co.
Shelton—Lumbermen's Mercantile
South Bend—Heath & Cenas
Spokane—Laurence Richert
Spokane—Trudeau's Outboard Service
Steinwood—Lee Geisel

Tacoma—Adams Outboard Service
Tacoma—Seawick Marine Co.
Union—Smith's Marine
Vashon—Bickle Furniture Co.
Walla Walla—Walla Walla Motor Supply
Waterville—Waterville Impl. & Hdwa. Co.
Wenatchee—Lyle's Boat & Cabin Works
Winlow—H. E. Anderson Hardware Co.
Yakima—Yakima Hardware Co.

IDAHO PANHANDLE

Coeur d'Alene—Gardner Supply Co.
Lewiston—Warren's Sport Shop
Sandpoint—Lou's Auto Parts
St. Maries—Boyce Sporting Goods

WESTERN MONTANA

Bozeman—The Powder Horn
Butte—Phil Judd Hdwa. & Spg. Goods Co.
Great Falls—Great Falls Spg. Goods Co., Inc.
Helena—Helena Hardware Co.
Kalispell—Kalispell Mercantile Co.
Missoula—The Sportsman
Polson—Butcher's

ALASKA

Anchorage—Northern Commercial Co.
Aniak—Northern Commercial Co.
Bethel—Northern Commercial Co.
Circle—Northern Commercial Co.
Cordova—Cordova Commercial Co.
Craig—J. L. Lucier
Eagle—Northern Commercial Co.
Fairbanks—Northern Commercial Co.
Fort Yukon—Northern Commercial Co.
Hamilton—Northern Commercial Co.
Holyross—George H. Turner
Hoonah—P. S. Gasty Co.
Hot Springs—Northern Commercial Co.
Juneau—Charles G. Warner Co.
Kenai—Terminal Garage
Ketchikan—Tongass Trading Co.
Kodiak—Kodiak Motors
McGrath—Northern Commercial Co.
Nenana—Northern Commercial Co.
Nome—Northern Commercial Co.
Palmer—Grassier Hardware
Petersburg—The Trading Union, Inc.
Ruby—Northern Commercial Co.
St. Michael—Northern Commercial Co.
Sand Point—Aleutian Cold Storage Co.
Seldovia—H. S. Young Mercantile Co.
Seward—Seward Hardware Co.
Sitka—Sitka Cold Storage Co.
Tazewell—Northern Commercial Co.
Unalakleet—Northern Commercial Co.
Wrangell—Campbell Brothers

Assisting as distributor in maintaining quick parts availability and factory trained service —

PMS

Since
1897

★ ★ ★

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE, WASH.

members hope to use these craft for water skiing and the speed to be attained will depend on the type and power of the outboard motor used. Chuck Hickling estimated that the boats, carrying one person, would make a speed of 30 to 40 mph, and the Burrard Club members have no doubt that he is right.

There are seating accommodations for four persons with a small dashboard and steering wheel attached to the back of the front seat.

"The hull was designed to be a roomy enough water boat, with the after-bottom patterned from the racing runabout," says Hickling. Length is 11 feet and the widest point is 52

inches. The sides have considerable flare forward, with 15 inches of height, and roll around transom still holding the outward flare at the chine. The bottom is formed with a straight "V," graduating from a flat transom and continuing the "V" to the sheer on the first station for plenty of flare. Regular spruce sawn frame construction with plywood bottom and sides is used. Directions as given by Hickling were followed faithfully throughout. While the co-operative building project naturally trimmed costs to a considerable extent, it is estimated that actual construction of the hulls up to the finishing process was about \$50 to \$60 per boat.

Members who have so far built according to this plan, with the name of the power cruisers with which they are registered are: L. W. Bradbury, *Maristan*; W. S. Greer, *Mauluday*; T. L. Johnston, *Pladda*; J. L. Lister, *San Jolin*; T. C. Littler, *Blue Boy II*; I. B. McKay, *Klee Wyck*; S. R. Maddison, *Janra*; A. R. Mark, *Sequin*; Dr. L. F. Marshall, *Jaro*; N. E. Wilby, *Salnar II*; J. G. Williams, *Aloha*. Others who were starting in February are: J. J. Astell, *Double J*; R. C. Caverley, *Cavalier*; W. W. Lewis, *Walvermar*; W. E. Shannon, *Lucky VII*.

Burrard Yacht Club is essentially a powerboat organization with about 100 members.

28-Footer For Cruising and Fishing

THIS cruiser, which is really a combination of cruiser arrangements, is an interesting appraisal in designing of a boat to suit the ideas and requirements of the owner.

The 28-foot semi-express craft is being built for Marion Gauntlet of Seattle. It was designed by Edwin Monk, Seattle naval architect.

There are several distinguishing and notable features to be pointed out. About 60 per cent of the boat's length is represented in the trunk

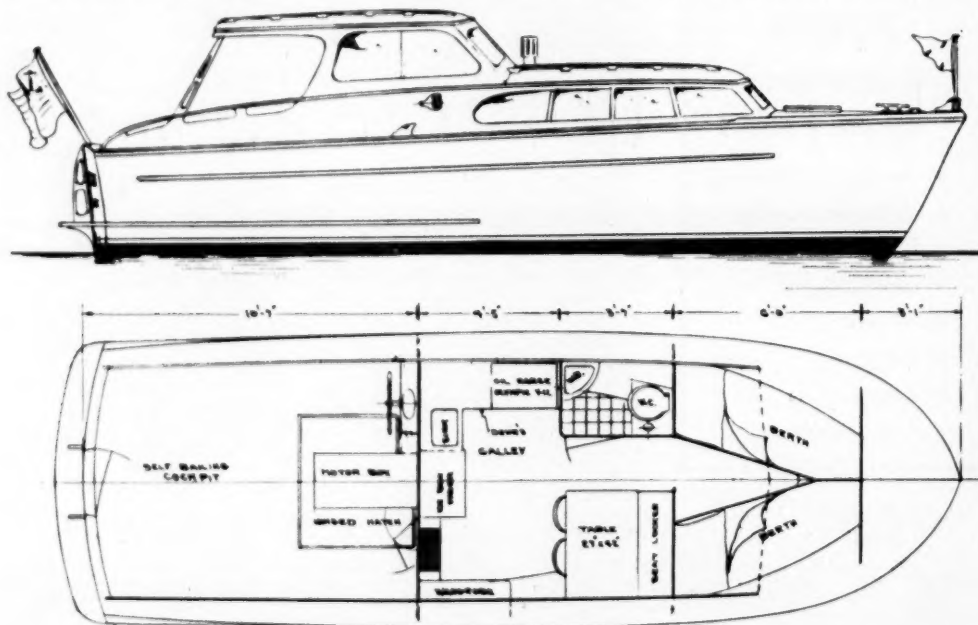
cabin area and gives the owner and his family two berths forward, wash bowl and water closet space and a quite ample galley, wardrobe and dinette. The dinette is not the customary and popular "let-into-a-double-berth" arrangement, but is a permanent table.

The Gauntlets purposely have only two berths forward. Therefore one of their other requirements is a long, roomy cockpit. There will be space in this cockpit for either a pair of sleep-

ing bags with an air mattress or some type of collapsible cot.

The boat's wheel and controls are in the cockpit, which is semi-covered with a permanent top, windshield and side windows. The aft end is open and a canvas hood will be secured when the cockpit is used for sleeping.

Gauntlets have made this arrangement for both fishing and cruising. The large cockpit will be an advantage for fishing, of course, and the skipper likes the exterior aspects of



the wheel in the cockpit, yet has good protection from inclement weather.

Marion Gauntlet is a Seattle machine shop owner and his is a highly specialized business for he is an expert in printing press installation, service and repair.

He has chosen a Chrysler Crown Special which will operate at 2-to-1 reduction and the craft will cruise at about 12 knots.

The boat will be built by Bud Forter of Bothell and Bainbridge Island, who has built a number of boats from

Monk designs. The hull will be round-bottom Monohedron and will have a boarding platform, transom door and self-bailing cockpit.

The bottom planking is to be Philippine mahogany with red cedar above the water line.

A Cabin Runabout For Sport Fishing

THIS 19-foot cabin runabout with 6-foot, 10-inch beam may be built with the cabin as shown or as a sports or utility runabout. With the cabin, she is planned as a fast fishing boat able to travel at 25 to 30 mph, and to provide shelter and a wc. She is from the design of John Brandlmayr, Vancouver architect.

These points are all very desirable in Pacific Northwest salt water sport fishing and also apply on some of the large heavily-fished lakes. Steering is by wheel in the cabin and by lever on one side of the cockpit.

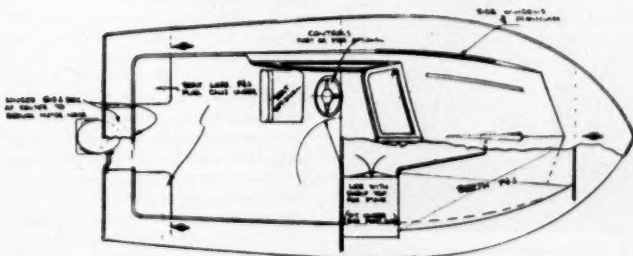
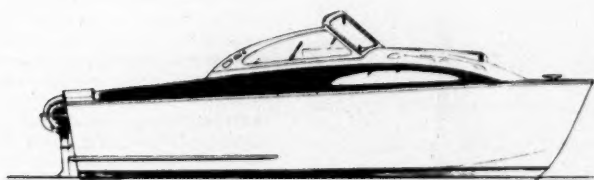
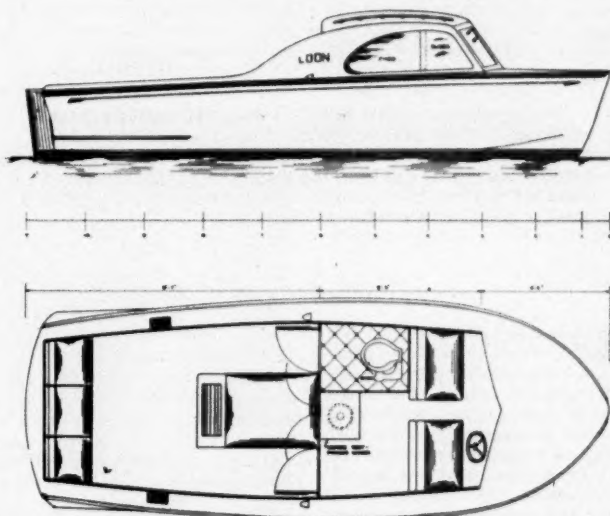
The hull design is based on a long line of Vee-bottom runabouts developed for good high-speed performance in open coastal waters with engines of 60 to 150 hp. Topside lines and styling conform to the highest standards with no sacrifices or simplifications to save building labor. It is

the type of boat that appeals to those who want a design with graceful, unfettered curves.

The construction is conventional with sawn frames at 1'-9" o.c.; 1/2" mahogany seam-batten topside planking and a double planked bottom—

1/4" inner diagonal, 5/16" outer longitudinal. Planking is 1/16" thicker if cedar is used.

Boats are being built to these plans by the Service Boat Company of Lakeside, Montana, and by Mr. Eric Harrison of Port Alberni, B.C.



Outboard Sport Cruiser

THIS 18-foot outboard cruiser is designed by Lorne Garden, Seattle naval architect.

With a length of 18 feet, the beam is 7 feet, 10 inches and at the chine 6 feet. The frames are longitudinal: 3/4 by 1 1/4 inches of Alaska Cedar; and transverse: 3/4 by 3 inches oak. Top-sides and bottom is 3/8-inch, 5 ply, Douglas Fir marine plywood to be coated with Fiberlay, Pacific Plastics Co. Fiberglas cloth sheathing.

This is designed for a long-shaft outboard motor with the idea that it would be semi-enclosed to keep the sound from the motor at a minimum.

This 18-footer is the express type with a berth port and starboard and with space for a galley stove.

Should You Buy

NYLON or COTTON

Sails?

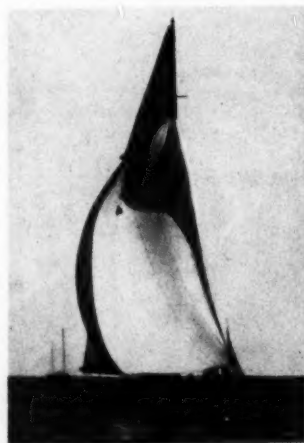
"How good are plastic sails?" A **PACIFIC MOTOR BOAT** editor set out with pad and pencil in hand to find the answer. His unbiased revelation of what he learned from the sail makers, the boat yards and from the people that stand before the mast will help you a lot the next time you must decide whether you are going to buy Nylon or cotton sails.

BACK before the days of Pearl Harbor ordering sails was a reasonably simple matter. Though there were a number of different weaves, there was only one common material for sailcloth — cotton. Fine weaves of long staple cotton could be had, for a price, from both English and domestic mills. Cheaper weaves could be found at almost any price from good un-bleached muslin at 17¢ a yard on up. After centuries of use, cotton sails had become the accepted standard for all windjammers, be they masters of square riggers or skippers of racing craft. Sailmakers knew the cloth's limitations, sailors knew good weaves from bad and the sail market was determined by who could do the best cutting job for the least money.

With the advent of Nylon during the war and the appearance of a Nylon weave suitable for sailmaking in 1946, nearly a century of sailmaking know-how was scuttled. The finer weaves of cotton cloth were both hard to get and high priced. Nylon popped out on a few boats and word quickly passed that it was better in every respect than cotton, that it would last longer, set better and could be had cheaper. There was a rush for Nylon sails, and then the sailing public found Nylon, with some outstanding qualities as a sail material, also had some drawbacks.

Today, six years after the plastic Nylon material made its debut as a sail cloth, there is still considerable conjecture on its merits relative to cotton. A few facts—principally those relating to Nylon as a plastic rather than as a woven material—have been more-or-less established, and it is upon these that is based the pyramid of claims for Nylon sails.

First, Nylon is strong. It is anywhere from three to five times as strong as cotton of the same weight. If you don't believe it, try to break a piece of Nylon thread with your hands. Second, being plastic, it will not sustain the microscopic growth known as mildew. Aside from this, the expert can tell you that at present Nylon is not available in weaves of heavier than 7 ounce and so cannot be cut for working sails for large boats. He can also tell you that the material is slightly cheaper than the best grade of cotton. From then on, you can find almost as many assertions concerning Nylon (and the other later weaves of plastic material) as there are sailmakers.



The combination of great strength and light weight make plastic sail material superb for spinnakers and balloon jibs.

Without weighing many of the lesser arguments concerning the material, we can come to a few quick conclusions that will be borne out by most sailmakers who have had much experience with Nylon. First, being extremely strong for its weight, it has proven a superb material for light weather heads'ls — spinnakers, balloon jibs, etc. Second, being mildew proof, it has appealed to a great many who sail in damp climates and who don't relish the task of drying a car full of sails after every week-end on the water.

In the actual lofting of Nylon sails—in laying-out, cutting, sewing and repairing them—problems have arisen for the sailmaker that aren't quickly or easily overcome. Part of it is an outgrowth of the plastic itself; it frays easily once cut, is slippery and tends to be stiff and is therefore hard to sew. It is extremely elastic — far more so than cotton. Though present weaves have tended to reduce certain bad developments of this elastic characteristic when incorporated into sail cloth, the problem is still serious when closely matched racing craft using Nylon sails are pitted against boats with good cotton sails in a fresh breeze. In rain or extremely dusty going when a fair proportion of the sails are wet, this problem increases, and though Nylon will quickly resume its original shape once the strain is released, this doesn't do much good when you're trying to eke out a safe leeward in a freshening wind. All these problems affecting the eventual shape of the sails have to be tackled when the sail is cut and all are radically different from those encountered with cotton cloth.

The weathering affect of Nylon, though superb in damp climates, becomes a slight problem when the material is exposed to the sun for long periods of time. The stiffness becomes more apparent and unpredictable shrinkage from one panel of the sail to the next is apt to occur. Again, this is a difficulty that is of minor importance except when Nylon is used for something other than light weath-

er sails and spinnakers for racing craft.

Available weights of Nylon preclude its general use for working sails on large craft. Excluding its use for light weather heads'ls, Nylon should not be used for any sail or in excess of 750 to 800 sq. ft. in area. There is little at present to indicate that it will be woven in weights permitting its use for larger sails.

For small boats—Star boat size and down — Nylon sails have had little success thus far. Being stiff, they set poorly compared to the softer cotton sails. In the process of sewing, plastic material puckers at the seams, thus giving a rougher appearance. The mildew angle is generally lost on the small boat sailor because of his ability to dry sails indoors. There have been a few exceptions where Nylon has been used, and to good advantage, on dinghies, but cotton still is the most popular here as well as with large craft.

Two later distinctively different plastic materials have been woven for sail use since the advent of Nylon. In 1948, Orlon made its appearance and in 1950 Dacron was used on an experimental basis by several sailmakers, including Kenneth Watts of Torrance, California. Both adhere to the basic pattern developed by Nylon—both are relatively very strong and mildew-proof. The most important distinction between Nylon and the two later products is the immunity of the two latter materials to changes of shape brought about by changes in surrounding humidity. While Nylon is extremely sensitive to moisture, both Orlon and Dacron have developed to a point where their reaction to dampness is practically nil. Orlon, embracing the best points of Nylon (though it isn't quite as strong), retains some of that material's weaknesses. It is as harsh in texture as Nylon, is hard to sew and suffers the weakness of elasticity. Even so, its relative immunity to weathering has indicated that it will be an outstanding material for off-shore cruising work and for use in warm and damp climates. Like other plastic weaves, it is presently available in only medium weights and thus is not recommended for sails of greater than 800 sq. ft.

Dacron (also known as "Fiber V") is, from the accounts of those by whom the experimenting has been done, the greatest development thus far in plastic sail material. As strong as Nylon, it is said to lack Nylon's elasticity, even when wet. The PCC sloop, *Cyane*, used Dacron sails exclusively in the grueling 1950 Bermuda race and the material, on the

basis of experience gained during that race, was claimed a success. The stiffness so apparent in Nylon and Orlon is reduced considerably, as is the seam pucker caused by sewing. It has given indications of being adversely affected by sun rays to about the same degree as Nylon. It sets well in any weather.

The vast majority of the experimenting done with Dacron as well as with earlier plastic weaves used in sails has been done by Kenneth Watts in Torrance, California. Kenny, as he



Though plastic sails (Nylon, Orlon and Dacron) have proven very satisfactory on many racing craft, cotton is still the most popular material for sails on smaller boats.

is known by all who have met him, feels that Dacron is the outstanding plastic for sail use. It has served with singular success for mains'ls and jibs as well as light heads'ls. In his estimation, it comes mighty close to fulfilling the claims made about Nylon when that material was first used for sails.

In contrast to Nylon and cotton, Dacron is all but impossible to obtain, and those boats now using Dacron sails are doing so on a more or less experimental basis. There is no indication when Dacron will be generally available for sail use, though the demand, as a result of the success thus far achieved with the material, is large.

For many sailmakers as well as for a great many fine yachtsmen, cotton sails are still considered without peer. Their fine texture, the reliability of the weaves of cotton and the superb fit that can be obtained with the ma-

terial has earned a place in the hearts of many that will not soon be taken by the newer materials. Even many of those thoroughly sold on many of the qualities of plastic materials will have additional sails made of fine cotton materials just in case."

Price-wise, you'll end up with about the same bill for plastic sails as for fine cotton sails, for though the material itself is slightly cheaper, the additional work necessary to turn out a Nylon sail will about offset the difference. The prime drawback at present to plastic woven cloth is its scarcity and the fact that it is not woven in weights suitable for use on large sailing craft. These two factors alone are expected to keep cotton sails before the sailing public, be they interested in racing or off-shore cruising.

♦ ♦

To Sea In A Barrel

Peter Olsen, caretaker of the Kelowna Yacht Club on British Columbia's Okanagan Lake, plans to cross the Atlantic this summer in a barrel!

Mr. Olsen, who is 72, says his strange craft is waiting for him at Sydney, Nova Scotia, complete with compass, sextant and sea anchor. His store of supplies will include Swedish hard bread, canned goods, fresh water and an abundance of confidence.

Olsen's vessel is 10 feet long, 6 feet high at the bilge, with a 700 pound keel and 50-pound rudder. There is what he calls a stabilizing scoop at what passes for the stern. A 29-foot mast fits into the foremast hole of the barrel. The whole thing weighs two tons.

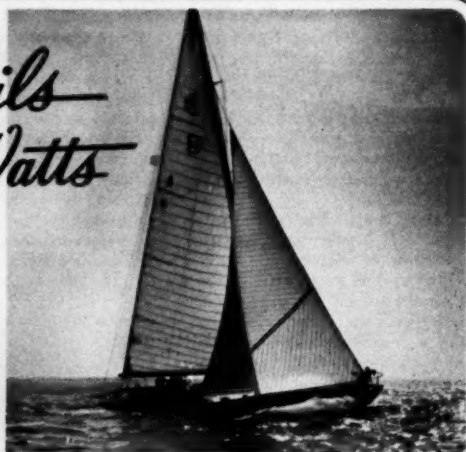
Fifteen years ago Olsen started working on plans for an unsinkable, unbreakable lifeboat which, he thought, should be shaped like a barrel. He never finished it, but Mark Carlton, a Windsor, Ontario machinist, went ahead with the project at a cost of \$2500. Carlton had thought of sailing the barrel-boat to England, but thought better of it. A much better plan, he decided, would be to make a present of the boat to Olsen, with his compliments. After all, it was Olsen's idea.

So Carlton dismantled the boat and shipped it to Sydney, where it awaits Olsen's arrival. "If my plans go all right, I intend to leave in the barrel about the last of June," Olsen advises *Pacific Motor Boat*.

Norway-born, Olsen is making Norway his objective. He has had considerable experience in navigation, spent many years as a fisherman on the Grand Banks.



BILL ZINNSMEYER'S
Bagatelle



WALT ELLIOTT'S
Escapade

*Sails
by Watts*



The record of Watts sails on ocean racers or small boats
has proven that a racing skipper's best bet
wherever he sails and whatever his class,
is to equip his yacht with sails by ...



KENNETH E. WATTS • TORRANCE, CALIFORNIA



**Help yourself to
even better ship
telephone service**

For more profitable ship-
shore service... for added con-
venience in receiving the calls
which often mean more busi-
ness and greater safety at sea
... here are two telephone tips:

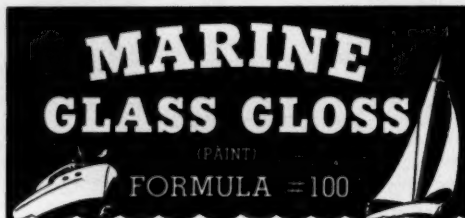
1. Call shore at definite times every day to find out if calls are being held for you.
2. Set up listening schedule and tell those ashore best hours to reach you.

For extra convenience, install selective signalling. Then operators can dial you directly.

To get this free booklet, call
or write Pacific Telephone in
your nearest large port city.



Pacific Telephone

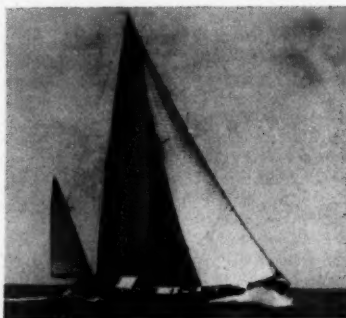


World's Finest Marine Preserver

Manufactured By Stanley Marine Products Co.
INTERNATIONAL DISTRIBUTORS

LONG BEACH PLYWOOD CO., 2720 E. PACIFIC COAST HIGHWAY
LONG BEACH, CALIF. • Phone LONG BEACH 8-5508

**12.95
GAL**



DICK STEELE'S "ODYSSEY"

**BAXTER
&
CICERO
INC**

Sailmakers

★
P.O. Box 412
Newport Beach
Harbor 1832

Customs Plan For 1952 at Friday Harbor

MANY pleasure craft pass through the customs and immigration services going to and from Canadian waters. Regulations and laws read that at any time other than regular office hours boats must pay double a full day's wages to the agents servicing a boat. This can run very high.

With Frank Morris as chairman of the committee, the Northwest Marine Industries, Inc., Inter-club Association and the International Power Boat Association, plus many boat owners and individual clubs, worked out a plan for the Friday Harbor customs that has been quite successful in keeping fees to an acceptable minimum. Frank Morris makes the following report:

"Through the splendid cooperation of yacht clubs, boat owners and others, our plan at Friday Harbor for 1951 was quite successful. Contributions of \$2.00 for each boat, plus other contributions, wiped out our large deficit of 1950, and left us with a surplus at the end of the season of around \$250.00. This was wonderful. As a result, we are not going to ask any clubs for contributions in 1952.

"The funds collected are audited by the Government as well as the treasurer of the Northwest Marine Industries, Inc., who have been underwriting this splendid plan for all of us.

"Some 225 boats and planes used the Sunday Service in 1951, in the following numbers and affiliations: No affiliation 57; Seattle Yacht Club 39; Canadian boats 33; Queen City 16; Tacoma 15; Air Craft 14; Everett 9; Oregon and California boats 9; Bremerton 7; Power Squadrons 5; Anacortes 4; Corinthian 3; Bellingham 3; LaConnor 3; and others 8. Out of the 33 Canadian boats, only 10 requested refund of the fee. The service started June 17th, and ended September 3rd.

"Plans are underway for 1952 to have the service start Sunday, June 1st, then each Sunday for June, July and August, with the service terminating at the close of business on Labor Day, September 1st. We hope to have two men on duty for July 6th and 13th and Labor Day, and have it open for July 4th. By each boat using the service contributing at the time a \$2.00 fee, it is hoped that the fund will carry itself. We have asked that

the Customs Office at Friday Harbor be open from 9:00 a.m. to 5:00 p.m. on the dates mentioned, with no overtime fees to be collected, other than the \$2.00 per boat contribution.

"Remember that under the Customs Regulations at other than regular office hours servicing a boat could

amount to nearly \$80.00 for each boat, but could be pro-rated among other boats using the services at the same date. The plan that is being worked out is a guarantee that the charges will not exceed \$2.00 for any one boat, on the dates and hours outlined above."

Champion Lady Skipper



Left, Ev Williamson and the trophy. Commodore Joe Williamson is surprised with the birthday cake presented by Tyee members. It was a surprise double-perley for the Williamson family.

SEATTLE'S Tyee Yacht Club, a club which likes to include the whole family in its activities, held its third annual Captain Mermaid Race, a predicted log affair in which Mother figures the times and takes the wheel of the cruiser. Ev Williamson, wife of Tyee's Commodore Joe Williamson, took first place and the right to keep the cup for 1952; a cup that has a shell for a background, tossing waves and a pilot-wise mermaid holding a spoke of a ship's wheel, all mounted on an ebony-wood capstan base.

Mrs. Williamson even plotted her own course for Lake Washington, one phase of the race that the male skipper is allowed to handle if desired.

In 1950 Mrs. Phil (Teddy) Baker won at the helm of *Rosario*. Second annual winner, in 1951, was Gwen Eddy with *Silver Wake*.

Mrs. Williamson's victory in *Photo Queen* can't be called stab-in-the-dark luck for she has been diligently attending the advanced piloting courses of the Power Squadron and has been

seriously studying piloting and seamanship, a course that is appealing more and more to lady skippers.

The first 10 finishers were: 1, *Photo Queen*, 0.674 error, Ev Williamson, Tyee Yacht Club; 2, *Haru*, 0.874 error, Ruth Wilson, Rainier; 3, *Fif*, 1.46 error, Elsie Weyrick, Tyee; 4, *Mary-B*, 1.509 error, Iva Mylan, Rainier; 5, *Vagabond*, 1.735 error, Kay Meyer, Tyee; 6, *Moon Mist*, 1.737 error, Gaile Hupp, Tyee; 7, *Pirie*, 1.761 error, Doris Foster, Tyee; 8, *Carolyn*, 1.944 error, Hana Maris, Rainier; 9, *Betty-Jo*, 2.010 error, Marie K. Walker, Rainier, and 10, *Winnie-Elane*, 2.36 error, Winnie Shearer, Tyee.

Devil's Lake Yacht Club

Officers of the Devil's Lake Yacht Club at Delake, Oregon, have been selected for the coming year. Commodore is John Pizzuti; vice commodore, William Vahlensieck; rear commodore, George Calkins; secretary, Wilma Calkins, and treasurer, Oscar Waite.

Portland's Marine Exhibits

PORTLAND boating organizations and dealers joined with the automobile dealers association in staging a bang-up show at the Pacific-International Livestock Exposition pavillion March 15 to 23, and many of the boating folk hope this was the beginning of an annual exhibition that may grow in size and popularity in future years.

The Oregon Outboard Association took the lead of the boating exhibition, by offering to display 30 inboard and outboard racing craft owned by its members.

Stan Sayres' world champion ship hydroplane, *Slo-mo-shun V*, was displayed in the center of the racing boat exhibit as a public-puller and drew throngs of visitors.

Oregon Marine Supply Company displayed Martin outboard motors and Nordberg gasoline engines. Oregon Marine Supply is Oregon distributor for Martin Motors and is featuring the Martin "100", with Aquamatic Twist-Shift, an alternate firing twin of 10 hp; and the Martin "75" at 7.5 hp, both backed by a full-year guarantee.

The Beebe Company and six associated dealers displayed Mercury outboard motors, Rockholt boats and Teacher outboard fuel pumps. The associated dealers were The Anchorage, C. R. Dillabaugh, Eveready Hardware, Western Motorcycle Company, Stan's Sport Shop and Ralph's Sport Shop, all located in Portland.

National Supply Engine Corp. displayed Chrysler marine engines, including the Chrysler Crown Special, the 160-hp Chrysler Majestic and the Chrysler Industrial Firepower V-8. It demonstrated the hydraulic clutch



Boat division of Portland motor show, March 15 to 23, which featured northwest racing craft of all classes, ranging up to the world's champion "*Slo-Mo-Shun V*".

— Lawrence Barber photo.

control on the Chrysler marine engines, showing the ease of handling under all conditions and protection against damage to the clutch or reverse gear. Also in this booth were shown Stewart-Warner instruments and Spotail.

Oregon City Marina Mart displayed Century runabouts.

Shepcraft Boats displayed plywood fishing skiffs and Mercury motors.

Portland Power Squadron and Coast Guard auxiliary flotillas 74 and 77 joined in a "safety-at-sea" booth with displayed nautical instruments, equipment, charts, navigation lights, and equipment which contribute to safe boating. The Coast Guard and coast and geodetic survey and several equipment dealers contributed

to this display, which was manned at all sessions of the nine-day show by members of the organizations. The Lady Pilots, women's auxiliary of the Power Squadron, manned the booth during week-day afternoons.

Oregon Outboard Association had its own promotion booth in which it displayed a typical utility boat, motor, buoys, flags, and other racing gear, along with pictures of its activities.

Portland Water Ski Club, which will be host to the Northwest Water Ski Championships June 14 and 15, had a booth in which it displayed water skis and pictures of activities.

Although many persons participated in setting up and manning the boat division, greatest credit probably should go to Mildred Barbour, regatta chairman of OOA, who suggested the division to the motor show committee, and to Harris Quade, president of OOA, for his part in setting up the central small boat exhibit, arranged around *Slo-Mo*.

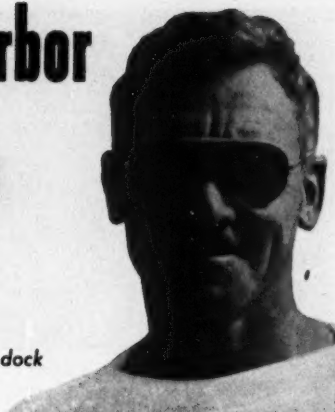
Several of the major Portland dealers failed to participate on the grounds that they did not have sufficient boats to show this year to make it a profitable enterprise. However, 115,000 persons paid admissions to visit the motor show and the majority of them passed through the boat division, which attracted as much interest as did the hot rods, old-time cars, and truck and trailer divisions, which were adjuncts to the main showing of 1952 model automobiles.



National Supply Engine Corporation booth at the Portland show, exhibited Superior, Chrysler and Atlas engines.

Serving Santa Barbara Harbor with UNION'S famous marine products

Kenneth S. Elmes, co-partner, Santa Barbara Union Oil marine dock



Kenneth Elmes and Derril Kinnear have been in charge of the Santa Barbara Union Oil marine dock since August, 1946. During that time, hundreds of yachtsmen and commercial fishermen have relied on their personalized service, every day of the year.

Union Oil dock operators in Santa Barbara and elsewhere on the Pacific Coast are an experienced, friendly crew. They'll give you a *new high* in service—any hour of the day or night. These men will be glad to show you how Union's marine products can *improve* lubrication and *reduce* operating costs.

The Union Oil Santa Barbara dock is located at the breakwater in Santa Barbara Harbor. You also will find Union Oil marine docks located in other convenient Pacific Coast harbors from Alaska to Panama. Next time, tie up at the sign of the orange-and-blue 76.

TSX MOTOR OIL

TRITON MOTOR OIL

7600 GRADE 80/87 GASOLINE

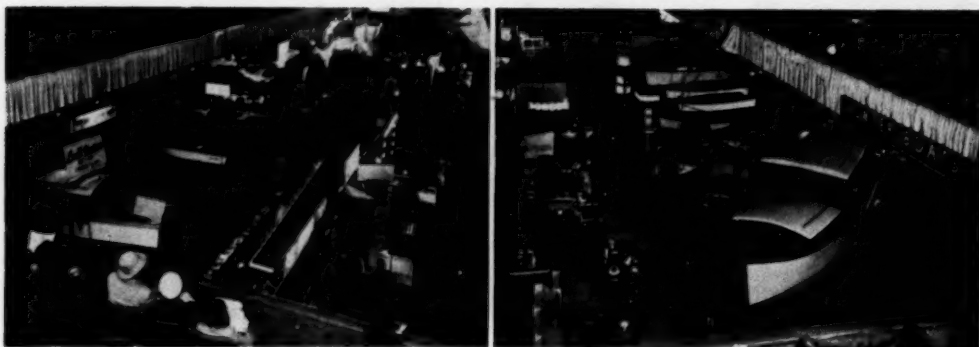
UNOBA GREASE

76 WHITE GASOLINE

DIESOL

UNION OIL COMPANY OF CALIFORNIA





THE SAN FRANCISCO BOAT SHOW

All records for one day's attendance were said to be broken last month when 17,000 sports minded people flocked to San Francisco's Civic Auditorium for the annual boat show, sponsored by the Associated Boat Industries of Northern California, and staged by the San Francisco Sports, Travel & Boat Show.

Officials said that during the show more than 147,000 people came from all parts of California to see the various exhibits.

The show drew thousands of marine-minded people who visited the booths and exhibits of marine dealers and distributors. Noted at the show was the greater participation of the smaller marine supply and equipment dealer. These dealers reported sales to be brisk, and interest in marine equipment and supplies high.

During the show sales meetings of Johnson Motors, Scott-Atwater, and Martin Motor dealers were held.

Visiting the show were Guy Hughes, executive director of the OBC and Roy Easterly, West Coast governor of OBC.

Among outstanding exhibits were those of the marine clubs and associations such as the CALIFORNIA SPEED BOAT ASSOCIATION which showed the "Screaming Eagle," a 135 cu. in. three point hydroplane owned by Bud Holloway, Oakland.

LAKE MERCED SAILING CLUB showed one of their sailboats and numerous pictures. An INTERNATIONAL 110 racing sloop was also on display.

PACIFIC INTER-CLUB YACHT ASSOCIATION had a most attractive display consisting of many yachting trophies and pictures.

NORTHERN CALIFORNIA OUTBOARD ASSOCIATION showed a C service hydroplane, powered with an Evinrude Service C motor, and owned by Steve Goffelli, and a C racing hydro, powered with a Evinrude racing C, and owned by Bud Wiget, as well as many of Wiget's trophies.

AQUATIC SPORTSMEN'S CLUB showed a Trailerboat and a wooden, outboard powered boat, as well as pictures of their activities.

M. E. BRANDENBURG showed a line of Sea Queen small boats, powered with Martin outboards, Nautalloy marine fittings, Sea Buh boats,

and Duratech aluminum boats, as well as Tee Nee trailers.

The TERRY GOODARD Boat stabiliser was also on display.

UPTOWN YACHT HARBOR, Stockton, showed a Mercury 16 foot utility runabout, powered with a 115 hp Graymarine engine.

LA MARCHE MFG. CO. showed the Consta-Volt marine, fully automatic AC-DC converter.

ETS-HOKIN & GALVAN showed a new type automatic COTWO fire extinguisher which does not require annual checking; Onan generators, J-W fume indicators, Photo-Electric Pilots, Hobbs Engine Hour Meters, G. E. radiotelephones, Chargers, Consta-Volt units, Hobbs Marine batteries, Big Beam portable emergency lights, SurfEcho depth indicators, and other marine electrical equipment.

C. J. HENDRY CO. and JOHNSON & JOSEPH CO. featured a large display of Chris-Craft products. Shown were a 18 foot outboard express cruiser built up from a Chris-Craft Kit by Holland Boat Works, Burlingame, as was a 14 foot Chris-Craft Kit DeLuxe runabout, and a Windmill Class sailboat, and 16 foot Chris-Craft DeLuxe Kit runabout; a 21 foot Chris-Craft Express

Cruiser built from the kit by a San Jose dentist; and a 31 Chris-Craft Express Cruiser, built from a kit by Lloyd's Boat Shop Antioch. There was also a large display of Chris-Craft outboard and inboard marine engines, and Super Trailers.

TRAILORBOAT ENGINEERING CO., San Rafael, showed a large display of Scott-Atwater and Mercury outboard motors, and numerous models of their Trailorboat Aluminum boats, including the Sportmaster, Klamath, Speedmaster, DeLuxe and Speedmaster, Standard.

CROMWELL & WEBSTER had a large exhibit of marine electronic equipment including an Apelco direction finder and Apelco radiotelephones; Submarine Signal Fathometers, Wood Freeman Metal Pilot, and the Webster Tare antenna.

WEST COAST ENGINE & EQUIPMENT CO., Berkeley, had a large display of marine engines including the General Motors 6-110, Bendix Depth Recorders, a cutaway working model of a Chrysler Crown, U. S. Motors Falcon Marine engine, Pettor diesel engine, Gladden air-cooled motor, and a Chrysler Crown with 2:56 reduction gear.

HUNTER BOAT CORP., Suisun, showed two models of their cruisers—the Hunter 34 and the Hunter 30. The 34 is powered with twin Chry-



A number of outboard motor manufacturers and distributors held dealer luncheons and meetings during the San Francisco Boat Show. Among them was Scott-Atwater. In the close-up picture are Bob McCune, service manager, and Roy Gwinn, sales manager, Scott-Atwater California Co., San Francisco; and Richard Chandler, sales engineer, Scott-Atwater Manufacturing Co., Minneapolis, Minn. Northern California dealers for this line of outboard motors met at the luncheon and discussed sales planning.

ster Crown, and the 30 with a single Chrysler Crown. The Hunter Boat Corp. will specialize on the 34 this year, although production will be limited. The 34 has been completely redesigned, according to Arthur Hunter, president of the company.

SCOTT-ATWATER CALIFORNIA showed a cutaway 16 hp Scott-Atwater outboard motor, a 5 hp cutaway motor, a 5 hp, a 7 1/2, 10, and 16 hp, motors all featuring gear shifts.

VAN BEBBER BROS., Petaluma, had a large display of Evinrude motors of various models.

WIZARD BOATS showed Fibreglas and plastic boats, powered with Scott-Atwater and Mercury outboard motors. Featured in the display was a 19 foot deluxe cabin cruiser powered with an Evinrude outboard motor.

ALBIN BOAT WORKS, San Leandro had a large display of outboard powered boats, including a 14 foot deluxe runabout, a B utility racing outboard, a standard 14 footer, a standard 12 footer, and an Emperor Cadillac marine engine.

BOARDMAN & FLOWER CO., featured International Marine Paints, Mercury, and Scott-Atwater outboard motors, All-American Sports Seats, Trailorboat, Winner, and Wizardboats; Grumman aluminum canoes, Michigan and Equipose propellers, Perkins, Wilcox-Crittenden, and Kainer hardware, Racelle and Whaler City fittings, Brolite and Zee Spar paints, Northill anchors, Primus stoves and heaters, Marine Sealers, and Kuhls compounds.

LADD BUILT BOATS, Stockton, showed a Ladd Built deluxe sedan, powered with an Evinrude outboard motor.

PENINSULA SUPPLY CO., showed Bee Liner racing outboards and utilities, Mercury, Johnson and Evinrude motors.

ANDY'S BERKELEY OUTBOARD CENTER had a large display of Hollywood boats, Evinrude motors. Featured were the Hollywood deluxe Speedster and the Hollywood Puget Sounder.

R. E. OLSEN CO., Stockton, and **SACRAMENTO YACHT & SUPPLY CO.**, Sacramento, showed an 18 foot Chris-Craft Fiberglass runabout and a 17 foot Sportsman runabout.

HALL-YOUNG CO. had a working exhibit of Westinghouse Air Brake Co., marine controls, Columbian propellers, five models of Graymarine inboard marine engines, Aquacraft, Bell Reversing and Feathering propellers, Lister-Blackstone diesel engines, and Sen-Duro heat exchangers.

B. H. HEBGEN CO. had a large display of Johnson outboard motors, Bryant's Storm King boats, and Larson aluminum boats.

OUTBOARD MOTOR SHOP featured Lauson outboard engines, and Evinrude outboard engines, as well as Wizard and Rockholt boats, and Whirly Wind Jr. moulded boats.

FAIRBANKS MORSE & CO. had a display of diesel electric generators, and diesel power units.

MARINECRAFT showed Mercury outboard motors, Rockholt boats, Swift hydros, and Fish-finder maps.

THOMAS A. SHORT CO. showed six different models of outboard motors, including a cutaway of a Mercury "25", Morse controls and lights, Standard 1000 spar varnish, Universal Atomic 4 and Universal Utility 4 inboard marine motors, "Caterpillar" D316 marine diesel engine with Twin Disc Hydrotrol, and 3-1 reduction gear, and Rockholt boats. A feature of the Short display was the Mercury service van—a mobile outboard motor repair shop, mounted on a cab-over-engine truck. Here is a complete outboard repair shop, with drill press, arbor press, complete stock of spare parts, including propellers. A mechanic is in charge of the van, and his services are free to the contestants of major outboard races in northern California to which the van is sent.

STEPHENS BROS. INC., Stockton, Marine Supply Division, showed various models of California Kit Boats, and water skis—the boats were the Flying Fish, Guppy, 12 foot Vee bottom, and 14 foot Vee bottom.

SCANDIA BOATS, INC., Seattle showed the Norwegian Dragon Class racing sloop—29 foot long, with a 6 foot, five inch beam, and three foot, 11 inch draft. She was the largest sailboat in the show.

MARTIN MOTORS had one of the largest display of outboard engines in the show. The display was put on by West Coast Engine & Equipment Co., Martin distributors. Shown were a Martin "75," Martin "100," Martin "45," and a cutaway, working model of the Martin "20." All featured the Aquamatic Twist Shift.

WEEKS-HOWE-EMERSON CO. had one of the largest displays in the show, with Champion outboard motors, Woolsey marine paints, Jabco pumps, Kelvin-White compasses, Altwood steering wheels, Wilcox-Crittenden and Perko marine hardware, Tapatec life preservers and cushions, Dorco & Reynolds marine paints, and a full line of Olympic stoves, and Wall rope.

Eddie Meyer — A Guy Who Scorches Courses



EDDIE Meyer, who formerly raced cars as does his famous brother Louis Meyer (three-time winner of the Indianapolis classic) climaxed his 1951 summer racing season with his 135-cubic inch *Avenger II* by taking the *Pacific Motor Boat* magazine trophy for the second time, at the great 1951 Seafair in Seattle.

Eddie, who has the Eddie Meyer Engineering Co. in Hollywood, bought his first racing boat in 1943. It was Jimmy Stark's *Ventnor* which, revamped and re-named *Avenger I*, won every race which Eddie entered in 1944. However, these wins did not come until after the craft was literally lost on her first run at Long Beach Marine Stadium and recovered several days later with grapping hook. In 1944 Eddie won the Hearst Regatta for his 135 class. And again in 1945. At Salton Sea in 1944 he hit a duck—yes a duck—in both heats of the 135s, losing that event, but later claimed the *Pacific Motor Boat* trophy there.

Eddie has been one of the most consistent entrants for the *Pacific Motor Boat* magazine trophy and has placed second several times—one of those times was the 1947 running at Newport Beach. There good old 99A

caught fire near the close of the last heat.

In 1945 Eddie sold the *Avenger I* and did not have a boat again until 1947 when Ted Jones (of *Slo-mo-shun* fame) built for him the *Avenger II*, now driven as *Avenger III* by Meyer's son Edwin "Bud" Meyer. But now Eddie has the *Ventnor* back again, redesigned in the pattern of *Avenger I* and it was in 1950 and again in 1951 performance that she became a racing inboard to be reckoned with.

Avenger's placing second in the Grand Prix at San Diego Oct. 14 gives Meyer the Southern California high point trophy for the 1951 for 135s (unofficial, of course).

When Eddie stops racing — which will be hard for him to do—he knows he can depend on his son Bud to continue on to wins with his 135 hydroplane *Avenger III*—as a matter of fact at San Diego Grand Prix he placed first to his dad's second.

And there's another racing member of the family—young Lou Meyer Jr., Eddie's nephew, whose first race with his 48-cubic-inch craft (a Rich Hallett hull) was at Long Beach Stadium, May 30, 1951, where he won both heats. For 1950 he holds the high point trophy in his class.



During a recent meeting and election of officers of the Southern California Cruiser Association, trophies for the 15-boat predicted log cruiser race were awarded. Recipients are, from the left: Robert Lewis, "Lazy B", second in Class B; Frank Meyer, "Bob-A-Dee", third, Class A; Dr. Ed Reisen, second, Class A; Commodore-elect Larry McDowell; Ed Simonis, "Cuyama", Brittain Trophy for first place, Class A (foreground), Bobrick trophy for Overall winner; Don Atkinson, "Don Carol", third, Class B. Not shown is Don Smith, "Fancy Free", first, Class B.

ONLY ONE



Yes! The LAUSON is in a class by itself . . . like the liberty bell, it is the ONLY one of its kind in America . . . a unique outboard built for sportsmen that want something BETTER! ONLY LAUSON needs no mixing of gas and oil . . . and has no clouds of exhaust. ONLY LAUSON has air cooling, eliminating flushing after salt water use. ONLY LAUSON has the 4-cycle design that means clean, trouble-free operation . . . power at slow speeds and EXTRA hours of pleasure in your favorite waters!

LAUSON

AMERICA'S ONLY 4-CYCLE AIR-COOLED outboard!

From Puget Sound to Portland, Maine, LAUSON is the favorite of discriminating fishermen. You too will like the great new LAUSON transmission that is built like your car and lets you shift into forward, neutral, or reverse . . . at the flick of a finger! Join the thousands of Lauson owners, put your order in early for either the 6 H. P. twin or the 3 H. P. single.

4 CYCLE ENGINES

LAUSON

PORTABLE ENGINES OUTBOARD MOTORS

For Details, Write:
THE LAUSON COMPANY
NEW HOLSTEIN, WISCONSIN

Division of Hart-Carter Company. In Canada: Hart-Emerson Co. Ltd., Winnipeg.

As famous for

LONG LIFE



and as waterproof!

ABOVE OR
BELOW THE WATER LINE

KUHLS ELASTIC

Seam Compositions
Glues - Cements
Preservatives

SEALTITE

A TRUE
RUBBER BASE
LIQUID SEALER

EXPANDS and CONTRACTS
FOR AN ABSOLUTE WATERTIGHT SEAL

Sealtite flows into hard-to-get-at open seams and annoying leaks that cannot be sealed with heavy bodied seam composition. Seam can be painted over after 24 hours. Sealtite is guaranteed to stop leaks and withstand all weather conditions.

KEEP YOUR BOAT TRIM AND WATERTIGHT
16 GREAT MARINE PRODUCTS

ELASTIC SEAM COMPOSITION
No. 1—for deck seams.
ELASTIC SEAM COMPOSITION
No. 2—for hull seams.
SEAMLESS—A mastic-type seam filler for hulls.
SEALTITE—A liquid rubber sealer.
CANVAS CEMENT—For cementing or repairing canvas decks, etc.
"AVID"—Aero-O-Nautic liquid marine glue.
TROWELAST—For surfacing decks, etc., on iron, wood, steel, etc.
BRUSHLAST—For surfacing cracked canvas—for hard racing bottom finishes, etc.
BEDLAST—For bedding mouldings, deck hardware, etc.

CANVAS PRESERVATIVES—For waterproofing and preserving canvas covers, etc.
FIREGARD—Fire resisting canvas preservative.
SEAM PAINT—A primer for deck and hull seams.
LINOLAST—A waterproof linoleum cement.
DOUBLE PLANK CEMENT—For double plank boat construction.
PATCHLAST—A waterproof, elastic adhesive for patching canvas.
3 WAY PRESERVATIVE—For Wood, Canvas and Rope (Clear Color).

SOLD AT ALL LEADING
MARINE SUPPLY DEALERS

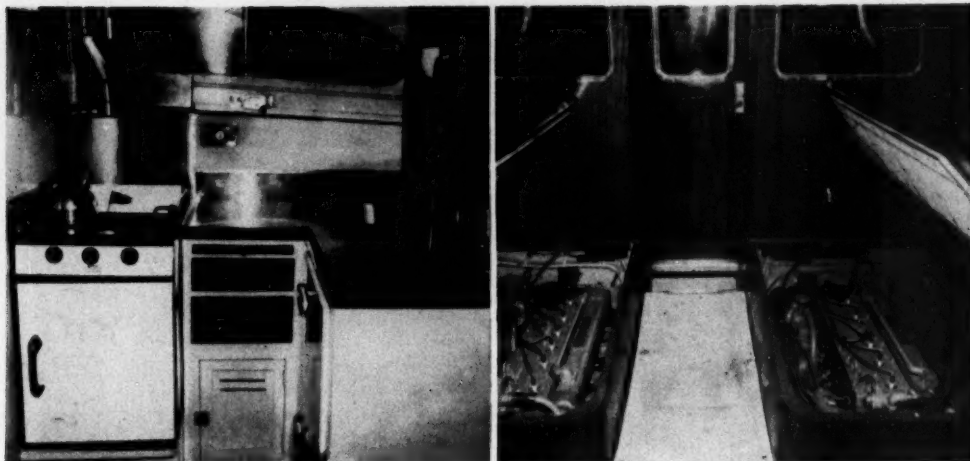


GET THIS FREE BOOK
Latest Instructive Booklet
with Composite Boat Chart
from Your Dealer or
Write Direct.



SINCE 1889
H. B. FRED KUHLS
65th Street & 3rd Ave. BROOKLYN 20 N.Y.

McCUNE-MERRIFIELD Co. 51 Fremont St. 1331 S. Los Angeles St. 909 Western Ave.
San Francisco Los Angeles Seattle 4, Wash.



New Gray's, Shower, Hot Water Heater, Stove and Ice Box Make New Boat Out of "Raljondo II".

Repowering of the "Raljondo II"

With the growing scarcity of many materials and the increasing cost of everything that goes into pleasure craft, it behooves everyone to look around for ways to revitalize and remodel craft to serve present needs.

Mr. Ralph E. Phillips of Southern California, finding his Harco 40 cruiser, *Raljondo II*, falling a little short of his present cruising demands, had some alterations made that have been of considerable interest to boat owners throughout Southern California who want more power, greater cruising comfort and less maintenance problems without pawning in the family boat for a later model.

Taking the boat to the South Coast Co. in Newport Beach, Calif., Phillips had them, by easy stages, repower the boat, add a shower and refit the galley.

Original engines were replaced with two new dual carburetor heavy duty Gray Super Six 427 gasoline engines rated at 175 hp each at 3000 rpm's. Turning 20 by 20 wheels through the conventional Harco V-drive, the *Raljondo II* now has an estimated speed of 35 mph at 2500 rpm's.

Starting with the original head, South Coast built in a simple, yet highly satisfactory shower by fitting the shower head and controls to the existing bulkhead, placing a stainless steel floor pan on the deck, installing a sump tank and rigging a shower curtain. The toilet? It is covered with a small plastic cover.

To supply hot water for the shower and galley, a butane hot water heater was installed. The electric stove and ice box were replaced with an ice refrigerator and butane stove, thus eliminating constant use of the generating plant while aboard the boat.

The job, now finished, provides Phillips with the maneuverability and sensational power of a small cruiser and the comforts and convenience of a boat considerably larger (and more expensive).

† †

The New "Dinkitten"

Another one-design dinghy association has been formed on the West Coast—the Dinkitten Interclub One-Design Association. Comprised of the owners of the 8', 4" fiberglass sail-



ing dinks, the group jumped right into the middle of the nastiest kind of sailing weather by pulling off its first race during the stormy Christmas Re-

gatta. Under windy and rainy conditions the boats displayed their great measure of stability.

The boats are molded by the Glasspar Company of Costa Mesa and are assembled and distributed by the Lido Peninsula Shipyard in Newport Beach. One of the outstanding features of the craft is its hollow fiberglass mast.

Officers of the new association are: Dr. Albert Podi, president; Dr. W. R. Schumann, vice president; Clark Sweet, sec'y.-treasurer. The association plans to have its boats represented in all major regattas in the Southern California area during the coming year.

Long Beach Outboard Club

The Long Beach Outboard Boating Club, Long Beach, California, famous for its outboard cruises to Catalina Island, has elected Ralph Smith as commodore. Leland Schenck is the new vice commodore; Kathryn Kemp, secretary-treasurer. The Board of directors: Russell Mershimer, retiring commodore; Dave Foutz, Lyman Woods and Doris Smith.

The club is family-cruise minded and each year stages a fishing derby with outboards.

Power Squadrons Hold Spring Conferences

THROUGHOUT the nation the 16 Districts comprising the United States Power Squadrons have been holding a series of conclaves known as Spring Conferences. To each of these meetings is invited the presiding Commander of each Squadron within the District, Squadron delegates, Staff officers of the District and ranking officers of the national organization.

District 13, serving that area from San Francisco to San Diego, held one of the outstanding meetings in this part of the country, for in the past twelve months two new squadrons and hundreds of new trainees have swollen the ranks in the region. At the Conference many of these new hands joined veteran squadronites in discussing, revising and adding new courses to the program of this

nation-wide educational fraternity.

During the introduction of officers and delegates from the different squadrons, Commander Claude Chip-erfield of the newly formed Santa Barbara Power Squadron and Lt. Commander (USN) Chas. N. Taylor, Commander of San Diego's new group were officially seated as part of the group. Chief Commander Herbert Prior from New York roving ambassador to all Spring Conferences, was introduced. Acting Mayor Lyman B. Sutter of Long Beach and Captain John Trebes, Commandant of the 11th Coast Guard District were also on hand.

Out of the conference came many decisions which are of considerable interest to past, present and future members of the Power Squadron. Of significance was the adoption of a resolution permitting non-members of the Power Squadron to take not only the Piloting courses, but to take the certification examination as well—an important departure from the former national ruling, though a practice that has been pursued by the Los Angeles squadron for some time. In line with broadening the enrollment in the classes the group also accepted a proposition which enables boys from 16 to 18 years of age to partake in the advanced courses as junior apprentices. They formerly were barred from all but the Piloting course until they reached the age of 18.

Two old bugaboos—predicted log courses and women associates—popped up before the meeting. The former was discarded, as in the past, because the same material is already covered in the Advanced Piloting course. The latter was tabled with no action taken.

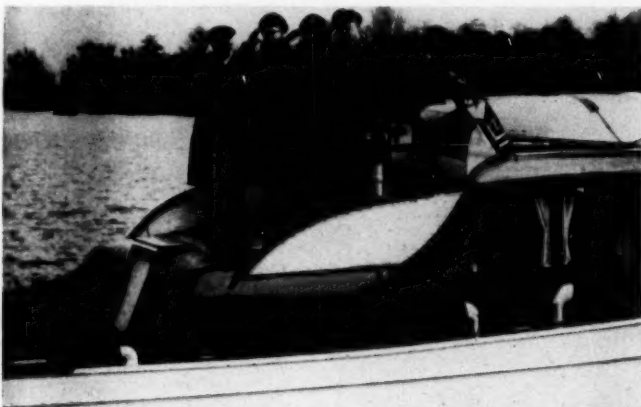
Chief Commander of the National Body, Herbert R. Prior, concluded the all-day series of meetings with an address summarizing Squadron developments on a National scale. Then the group, its course plotted for the coming year, disbanded for a week-end of formal and informal social functions including a cruise to nearby Catalina Island for the District and National officers.

♠ ♠

R. E. Olsen Co., Stockton, California, has delivered a 19-foot Chris-Craft Riviera runabout to Dervie Gallagher, Stockton. Other Stocktonites who have taken delivery of 18-foot Chris-Craft Rivas from Rudy are Nei Orsi and William Spadula.



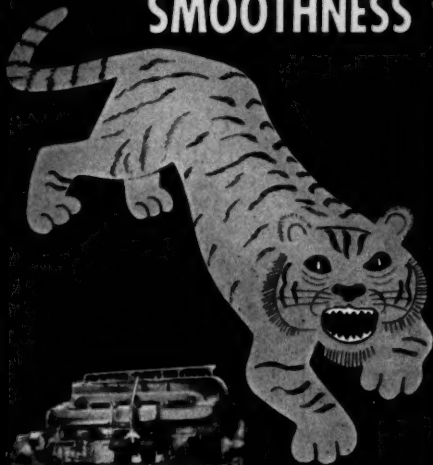
Among the exhibits at the Spring Conference of the 13th District of the United States Power Squadron was a complete line of equipment for navigation. A sextant being examined by, from the left: Lt. Commander Wm. G. Drake of the San Francisco Power Squadron, Lt. Commander Chas. N. Taylor of the San Diego Power Squadron and Commander Carl Chamberlain of the Long Beach Power Squadron.



As the members of the Seattle Power Squadron swing their ships by in review to honor visiting Chief Commander Prior of the United States Power Squadrons their salute is answered by the officers on the reviewing ship, the "Byplay". Phil Baker, commander of the Seattle Squadron, Wm. Ellis, P/C of the Portland Squadron and newly elected District Staff Captain, Chief Commander Herbert R. Prior and Seattle's P/C Dick McCann, now District Commander, answer the dipped ensign and salutes from the craft as they pass.

— Al Roberts photo.

FOR SMOOTHNESS



Get the **BEST**
— Get **SCRIPPS**

NEARLY
HALF A
CENTURY
OF
CONTINUOUS
IMPROVEMENT
AND
REFINEMENT
WITH TOP
QUALITY
AT
LOWEST COST

SPECIFICATIONS

Series	Horsepower	R.P.M.	Cu. In. Displ.	Price
STANDARD MODELS				
30	50	3200	134	\$ 670.00
F-4	81	3000	220	1,021.00
Seiner Special	81	3000	220	
90*	95	3000	230	829.00
Mercury	100	3600	225	826.00
100*	110	3000	320	1,237.00
6-339*	140	3200	339	1,442.00
150	185	3000	447	2,673.00
160	175	2400	548	3,186.00
170	200	2400	611	3,278.00
200	225	2400	678	3,370.00
300	350	2600	894	4,882.00

SPECIAL HIGH SPEED

4-60	60	3400	134	\$ 670.00
6-95*	95	3000	230	829.00
6-110*	110	3600	226	1,010.00
6-130*	130	3200	320	1,252.00
6-145*	145	3200	339	1,457.00
6-158*	158	3400	339	1,500.00

DIESELS

4-166 Coast Guard	50	3000	166	\$ 2,722.00
Life Saver	79	2600	255	2,754.00
7000*	84	2600	298	3,051.00
8500*	220	2000	935	10,000.00

Hydraulic reverse gear optional—extra.
Optional reduction gear ratios available for all models.

See ANY Boat Yard or Marine Supply Dealer

SCRIPPS MARINE ENGINES
GASOLINE AND DIESEL

Four to Seven • 1/2 to 1000 H.P. • 10 to 1000 H.P. • 10 to 1000 H.P.
Twenty-five to seven hundred horsepower • Every Budget

Scripps Motor Company • 5817 Lincoln Ave. • Detroit 8, Mich.

BELL SHIP REPORTS

HERE is a picture of Minesweeper AM 450 in frame. The frames are all laminated white oak. This is the first of 10 in our Navy contract for these 172-foot minesweepers.



Captain Linton Herndon, Supervisor of Shipbuilding, Seattle (left); A. W. Talbot, owner, Bellingham Shipyards Co. (center); and Rear Admiral Allen E. Smith, Commandant 13th Naval District as they inspect Bellingham Shipyards on April 2.

Look for next month's
"Bell-Ship Reports"



Bellingham Shipyards Co.
SQUALICUM WATERWAY
BELLINGHAM, WASH.

COPEROYD
THE ALL-PURPOSE BOTTOM COATING
FIRST LINE OF DEFENSE
against
**TEREDOS,
MARINE
GROWTHS**

● Amazingly effective for keeping boat bottoms clean, smooth, fast. Absolutely protects against all forms of marine growth. Easily applied with brush or spray, it dries smooth and hard. Can be polished like sheet copper. Actual cost is low because it's so long lasting.

Helps Speed—Try It and See

Leading naval architect states that R.P.M. and speed are materially increased by COPEROYD bottom. Makes a tough, resilient finish.

METALLIC COATINGS CORPORATION
234 West 44th Street • New York 18, N. Y.

New 17th District Coast Guard Commander

Capt. William W. Kenner takes over as Commander of the 17th Coast Guard District of Alaska in April.

It is a return assignment for Captain Kenner who served in Alaska on the Coast Guard Cutter Northland in '30 and '31 and on the Cutter Ingaham in '37.

The Captain is no newcomer to Seattle, either, having served on the Cutter *Atalanta* out of the Puget Area from 1934 to 1937 and prior to that at the old Coast Guard Bases in Port

Townsend and Anacortes from '32 to '34.

Capt. Kenner, who is 48 years of age, entered the service as a Cadet at the Coast Guard Academy in New London, Connecticut in 1922 and received his first commission in 1924.

Port of Seattle to Build Small-Boat Basin

Historic Pier 58, the famed old Seattle terminal for gold-laden ships from Alaska during the gold rush, will soon make way for a modern small-boat basin, according to plans of Port of Seattle Commissioners E.

H. Savage, Gordon Rowe and Clarence H. Carlander.

Work on the \$80,500 project will start immediately with the demolition of the superstructure and the construction of three slips. These slips will be lined with floats that will provide temporary space for 15 to 25 small craft.

A continuous pile breakwater will be constructed along the westerly and southerly sides to provide protection for boats against rough seas, and a 17-foot-wide promenade will run the entire southerly side.

Charles Sinclair New Architect for NS & S

William P. Trammell, naval architect for National Steel & Shipbuilding Company, San Diego, resigned in March and accepted a position with Alexander Shipyards, New Orleans. Mr. Trammell had contributed a number of outstanding designs for steel tuna clippers for NS&S.

Succeeding Bill Trammell is Charles G. Sinclair. The latter was with Naval Architect Arthur DeFever before coming to NS&S; before that with Ingalls Shipyard, Birmingham, Ala. He is a graduate in naval architecture from the University of Michigan.

Green Heads Flotilla 74

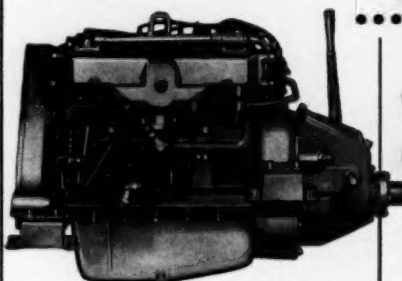
Coast Guard Auxiliary Flotilla 74, Inc., Portland, elected Edward J. Green commander for 1952. Also elected were William F. Herald, vice commander, and Morris Jones, training officer. Green appointed Stuart W. Ball, secretary; Robert Nelson, treasurer; R. C. Chamberlin, entertainment chairman; George Risley, chief boat inspector; Don Stout, dispatcher; Floyd Bay, publicity chairman; and Chet Wheeler, cruising chairman.

Flotilla 77 elected Sam Battaglia commander; George M. Donagh, vice commander; and Harold Rosenthal, training officer.

• • •

Federal Propellers of Grand Rapids, Michigan, have carefully calculated the wheels they furnished during 1951 are now driving something over a billion dollars worth of marine transportation—both pleasure and commercial craft. Since this is but one of several propeller manufacturers it is easy to imagine the drastic effect on our economy that would be made by a serious curtailment of bronze for propellers—no satisfactory substitute as yet having appeared on the horizon.

Designed for the Finest Stock Inboards



MODEL 620

General Specifications: Bore 3 1/8", stroke 4 3/8", piston displacement 140 cubic inches; output 60 h.p. at 3200 r.p.m.; length (direct drive) 32 inches; weight 525 pounds, all iron.

Standard Equipment: 6-volt Auto-Life Starting Motor and 13-ampere Generator; fuel pump; bronze-gear type sea water pump; marine carburetor; flame arrester; clutch and reverse gear, lubricated on engine's pressure system; rubber mountings; lifting ring; brass tube in oil pan for measuring stick and for easy oil change; propeller shaft coupling; and Deluxe Instruction Book.

This popular sized 4-cylinder engine has been developed to meet the needs of a new and fast growing market. Due to the volume which we command from other applications, we have achieved a sensationally low price. But nothing has been compromised from Gray's quality construction.

It is just right for the popular new KIT BOATS, from 16 to 23 feet. Note that its larger piston displacement gives it an added capacity in comparison with most competitive engines in this size. This means better ability under load, more reserve power, longer life ... Gray Dealers can make immediate delivery.

GRAY BUILDS THE MOST COMPLETE LINE OF MARINE ENGINES—32 MODELS TO CHOOSE FROM—including CHOICE OF EQUIPMENT YOU CAN'T GET ELSEWHERE

For complete specifications and installation drawings on the Gray MODEL 620, send coupon for illustrated folder and name of dealer nearest you.

NAME
ADDRESS
STATE
NEAREST DEALER

**...PERFECT FOR
KIT BOATS
This 60 h. p.
GRAYMARINE
Engine**

WITH GRAY'S QUALITY
CONSTRUCTION THROUGHOUT

4 CYLINDERS

140 CUBIC INCH PISTON DISPLACEMENT

\$690

F.O.B. Detroit, subject to change without notice. This price includes rubber mountings and full equipment as shown, with exception of reverse gear lever and flared exhaust flange, which are listed as extras on this model.

YOU GET THIS, TOO!

This 96-page illustrated Manual is supplied with every engine at no extra cost, a comprehensive printed book, 52 helpful pictures, sectional drawings and wiring diagrams—five pages of valuable information on installation—chapters on Maintenance, Trouble Shooting, Adjustment, Clearances—all the things you want to know. Price for extra copies is 50 cents.

MAINTENANCE
HAND BOOK



SEE INSIDE

GRAY

GRAY MARINE MOTOR COMPANY

Detroit 7, Michigan

The NEW Ladd Built MARLIN



\$285.00 COMPLETE, PAINTED
\$235.00 UNPAINTED
\$195.00 SEMI-KIT (SHELL ASSEMBLED)

Length, 13'4"; Beam, 61"; Freeboard Fwd., 29"; Wgt., 220#

Ladd Built Boats
P.O. BOX 1395 (BUCKLEY'S COVE) STOCKTON, CALIF.
Or See Your Dealer



Famous



"Half-Mile-Ray" — "One-Mile-Ray"

Searchlights

HORNS, TRUMPETS, SIRENS

at Leading Dealers

Send to Dept. No. 29
For New Catalog

The Portable Light Co., 216 William St., N.Y. 38, N.Y.

24 HOUR SERVICE

HEADQUARTERS
FOR PACIFIC COAST YACHT
SERVICE AND REPAIR

Harbor Boat Building Co.

San Francisco, Los Angeles, Portland, Calif.

Finest Harco quality work-
manship. Complete facilities
for overhaul, repair.
1000 ton drydock, two
marine railways.

*We regret that defense
work commitments will
not allow us to make cur-
rent delivery on the world-
famous Harco "40."



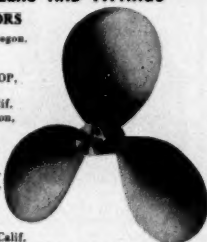
COLUMBIAN BRONZE

WORLDS FINEST PROPELLERS AND FITTINGS

PACIFIC COAST DISTRIBUTORS

THE BEEBE CO., Portland and Astoria, Oregon.
C. J. HENDRY CO., San Pedro, Calif.
HALL YOUNG CO., San Francisco, Calif.
INDEPENDENT MARINE PROPELLER SHOP,
Portland 3, Oregon.
HAROLD I. JOHNSON, Newport Beach, Calif.
LAMBIE PROPELLER CO., INC., Wilmington,
Calif.
EDWARD LIPSETT, LTD., Vancouver,
Victoria, Prince Rupert, B. C.
MARINE HARDWARE CO., San Pedro, Calif.
MORSE HARDWARE CO., Bellingham, Wash.
NUTTALL-STYRIS CO., San Diego, Calif.
STEPHENS BROS., INC., Stockton, Calif.
SUNDE & JEVERS CO., Seattle, Wash.
WEEKS-HOWE-EMERSON CO., San Fran., Calif.

Representative: H. A. B. SNEVE CO., Seattle 4 and San Francisco 11.
COLUMBIAN BRONZE CORP. Freeport, L. I., N. Y. Free Catalog



Sailor
Sam
Sez:-

BUY YOUR BOATS
MOTORS AND MARINE
SUPPLIES
FROM SAN FRANCISCO'S
OR SOUTHERN CALIFORNIA'S
LEADING MARINE
STORES!



John G. Rapp

COMPANY

DISTRIBUTORS

SAN FRANCISCO
123 Second Street
San Francisco 5
Phone YUkon 6-4658

RETAIL
WHOLESALE

LOS ANGELES
11594 Atlantic Ave.
Lynwood 5
Phone NEvada 6-2361

PUMPS A BARREL A MINUTE

Lightweight Portable Power Pump; 1½"
discharge intake; 1-½ H.P. aircooled en-
gine, for any dewatering job, spraying
lawns, gardens, orchards. Ideal for fire
protection, flushing and cleaning decks.

\$139



WILL LIFT WATER 25 FEET
Flomax 3 with Spring mounted
pull slide gives easy portability
and at only
slightly extra
cost. Comes
equipped with
strainer, pipe
tee, starting rope,
built-in governor.
Over 100,000
MP Pumps in service in all
parts of the world.



FLOMAX 3

MARINE PRODUCTS COMPANY

ENGINE WORRIES?

get a new

UNIVERSAL!

This time make it *honest* marine power
—not something merely rigged for the
job. A Universal 100% Marine® Motor
will give you far more in dependable,
low-cost performance — years longer
service. Models 8 to 145 h.p. Get your
free 40-page Universal Handbook.

UNIVERSAL MOTOR COMPANY
347 Universal Drive • Oakkosh, Wisconsin
World's Largest Builder of 100% Marine Motors



Seattle—Pacific Marine Supply Co. • San Francisco—Thomas A. Short Co.
Los Angeles, San Diego—Shepherd Marine • Honolulu—McWayne Ma-
rine Supply Co. • Prince Rupert, Vancouver, Victoria—Edward Lipsett, Ltd.



Bob Jacobsen Wins Grueling 1952 Sammamish Slough Race

—and uses FIBERLAY, the tough-hided glass cloth and resin on the hull of his Jacobsen Custom racer. Bob knows this product well and sells it in Kit Form at his Jacobsen's Boats & Motors, 5565 Leary Way, Seattle.

FIBERLAY— in Kit Form. Apply it yourself for less than 40¢ a sq. ft.

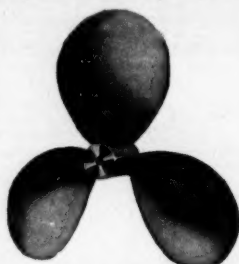
- Protects in all weather.
- Eliminates leaks in decks and hulls.
- Provides tough bottom that withstands beaching.

Pacific Plastics Co.

2727 7th Ave. S. Seattle 4, Washington MU. 0026

NORTHWEST DISTRIBUTORS FOR: COLUMBIAN PROPELLERS & FITTINGS

For speed and performance place complete reliance on the Style 1 COLUMBIAN BRONZE PROPELLER. Ailsa Craig, now in service on the majority of boats, coast to coast.



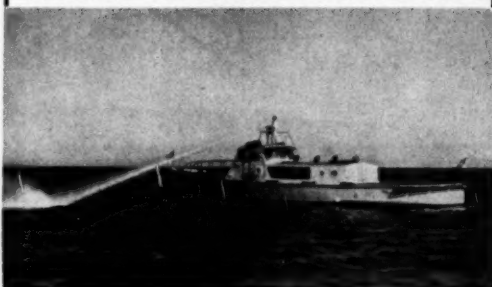
Install a **GODFREY**
Split CORROSION COLLAR

to retard and prevent propeller and shaft corrosion caused by electrolysis.

MARINE SUPPLIES
SUNDE & EVERS Co.
COLMAN DICK SUN DE & DE VARE SEATTLE, WASH.

Established Since 1882

MODERN • DEPENDABLE WORK BOATS



FELLOWSCRAFT Combination

PILOTBOAT • TOWBOAT • FIREBOAT

L.O.A. — 65'
Welded Steel Construction
Powered with Twin Diesels
Cruising Speed 14 m.p.h.
Designed by Dair N. Long

Builders of Fine Boats Since 1896

FELLOWS & STEWART INC.

BERTH 213-214 TERMINAL ISLAND, CALIF.

Phone TErminal 27264

SEA-SEAL

CAULKING COMPOUND

The Waterproof "Grip" Seam Filler

Since 1924

Manufactured By

H. R. HUNT PUTTY MFG. CO.

1205 East Nadeau (79th) Street, Los Angeles

COLORS: Black, White, Gray, Teak and Mahogany

First Choice For STAMINA



FIRST CHOICE of Canadian Navy for 27' "Sea Skiff" Patrol Boats! The D4-30 is available in direct drive or with 2 to 1 or 3 to 1 reduction. Also in twin screw opposite rotating pairs.

Red Wing

MARINE ENGINES

Subsidiary of Gasoline and Diesel Engine Co. Inc.

7 H.P. to 200 H.P.

MODEL D4-30

MARINE DIESEL

For sheer endurance... ability to respond to the toughest usage with smooth, dependable performance — you can't match a Red Wing Diesel! The rugged D4-30 develops 30 h.p. at 1800 r.p.m., has 4 cylinders, a 3-5/16" bore, and a 3 1/4" stroke. Built to take it, the D4-30 is the latest in a proud line of Red Wing Marine Diesels.

Write for Complete Specifications... TODAY!

RED WING MOTOR CO., RED WING, MINNESOTA

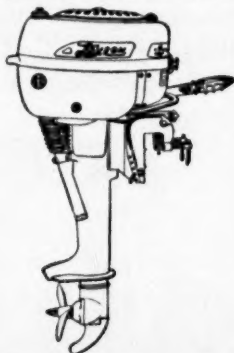
Thompson Establishes Nautical Radio

Bill Thompson, formerly service engineer with Pacific Telephone & Telegraph Co., and specialist in high frequency radiotelephones, has purchased Butcher's Radiotelephone Service in Newport Beach. He has re-named the firm Nautical Radio and has moved the office to 1208 Coast Highway. Thompson is dealer for Raytheon Manufacturing Co. in the Newport Beach area. Recently he has installed Fathometer Cadets on three new bait haulers in Newport Beach: one on R. L. Brock's boat, *City of Oceanside*; another on Al Dixon's new boat, *Ercyl D*; and another on Wayne Payne's new bait hauler.

Three New Models for Lauson Outboards

The Lauson Co. of New Holstein, Wis., are this year featuring three new models, built along the Lauson characteristics of 4-cycle automotive design and a positive air-cooling system. These are the 3-hp Sportking Single, the 6-hp Sportking Twin and the 6-hp Sportking Twin with gear shift.

The smaller motor has a weight of approximately 44 pounds and the



Lauson 6 hp Twin Standard for 1952.

other two of about 57 pounds. Piston displacement per cylinder is 6.65 and the bore and stroke 2 1/4 x 1 1/2. Estimated speeds on the smaller engine is 1 to 8 miles an hour and on the larger ones 1 1/2 to 16. Recommended transom height is 15 inches on both models.

With the Lauson air-cooling system there are no water jackets and no water pumps which the manufacturers claim does away with worry about silt and corrosion and flushing problems. Oil is supplied by a gear-driven pump under pressure to all moving parts so no formulas for mixing gas and oil are needed, the motor

operating on pure gasoline. All motor controls are within easy reach, starting method by automatic rewind, with choke priming device, high tension magneto and automotive type float-feed carburetor.

The newest feature is the automotive transmission available on the Lauson Twin (Third Model) this year. This makes it possible to shift the motor in reverse at any speed, a great advantage in trolling, maneuvering it is a very popular addition with 1952 purchasers.

New Electronics Equipment

George Warren of the Marina Mart, Seattle, announces a new unit of electronic equipment added to the Fisher line of Palo Alto, for which Marina Mart is distributor. This is the Radio direction finder, Series 500. It is designed for both commercial and pleasure boat use. These models are all meter-operated enabling them to give the most sensitive bearing possible and are designed to operate with the famous Fisher Mate of Captain transmitters. It also has a broadcast band and tuning on all bands, doing away with the necessity of using more than one receiver on board. These new models are now on display at Marina Mart, 1500 Westlake north.

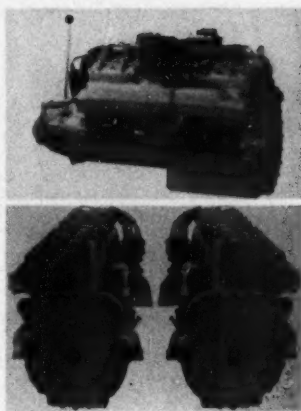
Scripps Announces 50 Models

The Scripps Motor Company of Detroit, Mich. announces that it has more than 50 models of marine engines in current production. These models represent 22 distinctly different sizes ranging from 25 hp. to 700 hp.

John J. Downey, sales manager for Scripps Motors, states that the 1952 season marks the 47th year that the firm has engaged in the exclusive manufacture of marine engines.

Under a "direct from factory to dealer" sales policy inaugurated by the company a year ago, Scripps engines are available through all recognized builders and marine supply dealers, which results in the closest possible owner-to-factory relations, the firm declares.

Among models featured by the firm are the Scripps Series 300 V-12 engines designed in three types: high speed, medium speed and low speed, all in direct drive. They are also available in symmetrically opposite construction and rotation for twin screw installation with convenient grouping of accessories to give maximum accessibility after installation. In this wide power range of 210 to 700 hp. is an extraordinary power plant for cruisers up to 90', fast runabouts, express cruisers and sport sedans, the company asserts.



Scripps Model V-12 350 hp engine. Below, Scripps True-Twins, 185-700 hp.

The Scripps Series 150, six cylinder, 447 cubic inch displacement marine power plants also are headlined. All models of this series are available in Scripps "True-Twin" construction providing motors in perfectly balanced pairs of true right and left models of symmetrical opposite construction and rotation.

Scripps Motors Series 150 are extremely compact and of simple lines. They come equipped with an approved type flame arrester and crankcase breather tube. Model 152 of the series is a high speed engine developing 185 hp. at 3000 r.p.m. and is designed for the smaller dashing hulls and custom runabouts. Model 154 is the cruiser type engine of the series, delivering 123 hp. at 2000 r.p.m. Model 156 is another high speed model, designed with low overall height to permit easy installation in restricted areas. It develops 170 hp. at 3000 r.p.m. Reduction gears are available on all these models.

Some of the special features of Scripps engines are safety-type carburetors with approved type flame arresters, bronze-backed replaceable main bearings, extra large oil cooler of high turbulence design, hardened alloy exhaust valve seats, automatic spark advance, double gear type water pump and oversize full floating piston pins.

All engines are currently available and insofar as possible under emergency conditions will continue to be manufactured for the commercial trade and general boating public.

♦ ♦

Milan Karakas is now managing the marine supply store of Sacramento Yacht & Supply Co., Sacramento, according to Clark Ballard, owner.



Martin Motor dealers will be featuring displays of the 1952 outboard motors. Here is the window of Tannant & Noren Sports Center, 605 Broadway N., Seattle, showing the Martin "75" and emphasizing the new Martin Twist-Shift and Full Year Guarantee. The window was arranged in cooperation with Columbia Distributing Co., Seattle, Martin distributors for Washington.

✚ ✚

New Marine Radio Testing Station

Bryant's Marina, Seattle, has erected a marine radio test board for the convenience of pleasure, fish and work boat operators with radiotelephones.

The test board is mounted on top of the large boat shed at Bryant's Marina. There are four numbers which can be lighted up on the board indicating power ratios in watts—10, 25, 50 and 75.

To use the test the boat operator lines up between the two red channel buoys, turns on the ship-to-ship, presses the mike button and reads the number that lights up. Then when he talks to identify his boat he will get a higher output reading from the board which is a modulation check.

Jim Dolan heads up Bryant's electronic department and service and worked out this testing station. It will operate around-the-clock and can be used at any time.



Here is the Bryant's marine radio test board. The numbers were lighted for the picture and are in different colors.

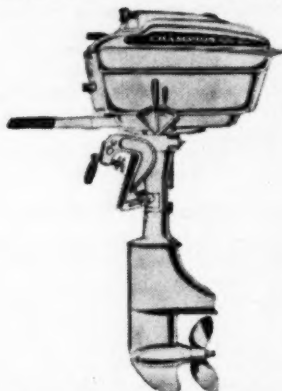
Pettit's West Coast Sales Expansion

Richard M. Larrabee, vice-president of the Pettit Paint Company, Belleville, New Jersey, has moved to Oakland, California to establish a new Pettit Paint Company office and warehouse to better serve the requirements of the Pacific Coast and far west customers. The change became effective April 15th, 1952, it was announced today by J. W. Johnson, President.

Mr. Larrabee, who is well known to East Coast marine paint distributors and dealers from Canada to Bermuda, will now head Pettit's expanded West Coast sales organization.

1952 Hydro-drive Champion Outboards

Six new models comprise the 1952 line of outboard motors brought out



Model 4L-HD 8 1/2 hp Champion Hydro-drive for 1952.

this year by the Champion Motors Co. of Minneapolis, Minn. These are the 1L Guide model, 4.2-hp at 4300 rpm, the 2K Deluxe, 4.2-hp at 4300, the 4L Deluxe, 8.5-hp at 4200, the 2L-HD Super Deluxe Hydro-drive, 4.2-hp at 4200, the 4L-HD Super Deluxe Hydro-drive, 8.5-hp at 4200, and the 4L-S-IX "Hot Rod" 8.5-hp at 4200.

The new Hydro-drive fluid clutch with independent propeller control and forward, neutral and reverse with no gears to shift are two features which distinguish the 1952 models. As noted above, only two of the six models carry the Hydro-drive feature, the Model 2L-HD, a 4.2-hp motor weighing 40 lbs. and the Model 4L-HD, an 8.5-hp model weighing 52 lbs. The manufacturers claim that these motors have three great advantages. One of these is very low trolling speeds, a second is perfect maneuver-

ability and complete propeller speed control and the third, that in spite of these other advantages, the full rated horsepower is delivered to the propeller.

The "Hot Rod" model has the same powerhead as the Model 4L-HD, except that the control panel and shrouds have been left off to make the carburetor and spark plugs more accessible.

Kermath Appoints Harold V. Bright, Vice-President and General Manager

Kermath Manufacturing Company, 5890 Commonwealth Ave., Detroit, Michigan, has announced the election of Harold V. Bright as vice president and general manager of the company, effective March 15.

Kermath marine engines, both diesel and gasoline, have a versatile range in horsepower from 5 to 580.

Mr. Bright brings to Kermath his own extensive experience in the marine industry, both in the marine engine and boat building fields. Under his management, Kermath expects to continue the broad advances in marine engineering which have marked the company's development since its establishment over 40 years ago.

Herbert E. Schreiner remains with the organization as vice president and treasurer, and will continue to direct Kermath advertising and sales promotion as in the past.

✚ ✚



This picture of Tom Grula, Western District Sales Manager, Gray Marine Motor Co., was taken when he visited the offices of Pacific Motor Boat and Pacific Fisherman during his Seattle visit with S. O. ("Ted") Jules and his organization at Jules Engine & Equipment Co. Mr. Grula started his Pacific Coast visit at Vancouver, B. C., with Hoffer's, Ltd., and after Seattle went to San Francisco to see the Graymarine distributor, Thomson Machine Works; and to Los Angeles to visit Charles E. Smith, Southern California distributor.

CHARLES E. SMITH

SOUTHERN
CALIFORNIA
Distributor

Marine Engine and Equipment Specialist
MERCURY OUTBOARD MOTORS — PARAGON REVERSE GEARS

Telephone
TUCKER 9116

FEDERAL PROPELLERS
Trio-Pitch and Equi-Poise

424 EAST THIRD, LOS ANGELES 13

GRAYMARE

Gasoline and
Diesel
Engines

100% BOAT YARD COOPERATION
PARTS — REPAIRS — SALES
Gray Vee Drives — Marine Equipment

Retard — Prevent

PROPELLER CORROSION & SHAFT

CAUSED BY ELECTROLYSIS

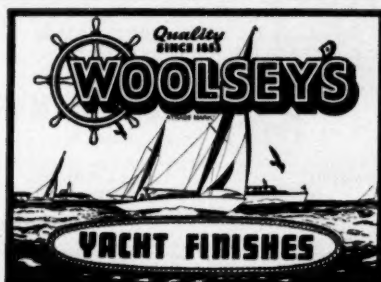
Install a **GODFREY**

Split CORROSION COLLAR

Diverts electrolytic action, prolongs life of propeller and shaft which need not be removed for installation of split zinc-and-bronze collar. Collar sizes for shafts 1/2" to 8" diameter. Ask your dealer or write us for free folder.

PACIFIC COAST DISTRIBUTORS
Sunde & d'Evers, Seattle, Wash.;
Paul W. Hiller, Wilmington, Cal.;
Angus Marine Sales, Victoria,
B.C., Canada; Patterson's Ship
Chandlery, Honolulu, T.H.; John-
son & Joseph, San Francisco.

GODFREY PROPELLER ADJUSTING CORP., 155 25th St., Brooklyn 32, N.Y.



Weeks - Howe - Emerson Co.
255 Mission St. • San Francisco, Calif.

Phil Lewis Boat Sales...

2540 Boyer — Seattle 2
Phil Lewis CA. 0093 - EA. 4848 Lois Lewis

BUILT LIKE A TUG, FINISHED LIKE A YACHT
57-ft. 1946 Grandy-built, Ed Monk-designed. Diesel power, flying bridge. Sleeps 6, 2 heads and shower. Heavy Port Orford cedar, loaded with finest accessories. \$50,000.

*If we haven't the boat you want,
let us find it for you - - -*

WALTER CLEAN-FLO KEEL COOLERS

Standard Equipment for 600 Alaska
Gillnetters.

Built for All Sizes of Gasoline and
Diesel Engines.



See Your Nearest Dealer or Write

G. WALTER MACHINE COMPANY
84 Cambridge Ave. Jersey City 7, N. J.

REDUCTION GEARS TRANSFER DRIVES
MARINE REVERSE GEARS

MICHIGAN PROPELLERS

(Northern California Distributor)

SALES - STOCKS - SERVICE

- NORDBERG Gasoline & Diesel Engine
- RED WING Marine Engines
- PROPELLERS RE-PITCHED
- PARAGON GEARS

Expert Engine REBUILDING in our completely equipped
Machine Shop

THOMSON MACHINE WORKS CO.

235 First St. — S. F. — Douglas 2-5669



Marina Marty says—

**"Be SPICK & SPAN
for
OPENING DAY"**

Make your boat sparkle and insure good appearance through the whole season by treating it with the new, proven "chilled" varnish. Just ask for

CALLAHAN'S CHILLED VARNISH

Doll your crew up with the original anti-slip yachting shoes made in colors, weights and styles to suit your taste. Ask us for

SPERRY'S TOPSIDERS

CHECK WITH US ON BOTH THESE PRODUCTS

1306 Westlake No.
Seattle 19
GARfield 6530

MARINA MART, INC.

ENGINE & EQUIPMENT CO. SVERRE O. JULES

Gray Gasoline & Diesel Engines—Paragon Gears—Federal Propellers—Marine Pumps
Pacific Northwest and Alaska Distributors

2720 WESTLAKE AVE. N.

GARfield 4110

SEATTLE 9, WASH.



AHOY!

You Can
Do the Job
Better with



STAY-TITE MARINE PRODUCTS

- **STAY-TITE CAULKING COMPOUND.** A proven product of merit for over 50 years. Black, Gray, Mahogany.
- **STAY-TITE WATERPROOF GLUE.** Clear liquid.
- **STAY-TITE DECK SEAM SEALER.** Pliable.
- **STAY-TITE CRACK FILLER.**
- **STAY-TITE XXX CEMENT.** For linoleum, canvas, felt, etc.
- **STAY-TITE CANVAS TIGHTENER & FILLER.**
- **RUSTGO.** Rust Remover.
- **STAY-TITE SUPER STAR ADHESIVE.** An excellent waterproof general purpose adhesive.

Sold by your Marine Supply Dealer — see him.

STAY-TITE PRODUCTS CO.
Dept. 10, 3107 Detroit Ave., Cleveland 13, Ohio

Lambie

PROPELLER COMPANY, Inc.
A Tradition in Propellers



**Designs, Sales and Service
DYNAMIC BALANCING**

216 EAST C STREET
WILMINGTON, CALIF.

Terminal 4-2505
Zenith 4250

Reinell 18 ft ALBATROSS
CABIN RUNABOUT

REINELL BOAT WORKS
Burlingame, California



PLANS-KITS-FINISHED OR UNFINISHED RACING BOATS

Build Your Own or Let Us Build It

Finished or unfinished inboards and outboards. Hydroplanes and runabouts, prices as low as \$120. The World's Fastest Boats are now available at low cost. Send 25c for our fully illustrated catalogue of plans, boats and kits.

CHAMPION BOATS

1524 West 15th Street, Dept. 24
Long Beach, California

Mercury and ONLY Mercury WATER SKIS

have the famous SKI-TITE* footbinding
that makes adjustment easier and quicker

No "butterflies" or set screws to lose!
Seven styles, manufactured of carefully selected ash and mahogany, with mahogany binding boards, all SKI-TITE* equipped.

Singles start at \$19.00
Pairs start at \$28.50

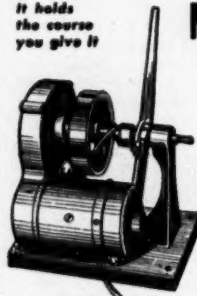


See your dealer
or write direct for free
literature on skis & accessories.

*T. M. APP.
FOR PAT.
PENDING.

Mercury BOAT CO.
2711 Tulare Avenue
Burbank, California

It holds
the course
you give it



Install a Metal Marine Pilot

for
True - Course Automatic
Steering

PRICE \$300.00
F.O.B. TACOMA

Manufactured by
WOOD FREEMAN

Dept. M

342 Golden Gate Ave., Fircrest
Tacoma 3, Washington
Phone PRior 2791

USE OLYMPIC FOR SPEED &



PROPELLERS EFFICIENCY

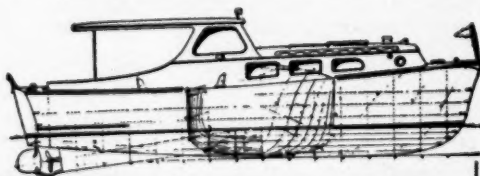
DESIGNED TO FIT ANY BOAT OR SERVICE

Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

We also give complete reconditioning service.
Some Territory Still Open for Representatives.

Olympic Propeller Co., Inc.

27th W. and Commodore Way GARfield 9040 Seattle, Wash.



DESIGNING
BUILDING
REPAIRING

Of
Motor & Sail
Up to 40 Ft.

BOATS
CRUISERS
YACHTS

J. Ph. Hartog, mar. arch.

HOLLAND BOAT WORKS

Old Bayshore Highway, Near Broadway
Burlingame, Calif., P. O. Box 1008 Phone: DIamond 4-5100

When Grossman Goes Boating He Really Takes A Boat-Full



Owner A. Grossman (dark glasses) sits at the wheel in the stern while some of his friends wait for the picture before they all shove off on a day-time picnic-cruise.

"SEATS forty people," says A. Grossman, Portland, Oregon, when **PACIFIC MOTOR BOAT** asked him about his new 40-foot day-cruising craft.

The note about 40 people didn't go onto paper. The writer must have misunderstood the figure. "No, that is correct," repeated Mr. Grossman, "there are seats for 40 people and we are having a wonderful time with the boat.

"We get our friends together for a holiday. Load everyone in and cruise up and down the Columbia and Willamette rivers. They all get together and take a lunch and we put in somewhere and have a great big picnic. It is not one of these boats where you just go off by yourself, or can take along only a few people. We can really take a gang along and it is a lot of fun."

There is no question that this Portland yachtsman has an unusual, but plausible point. More and more, family cruises gain popularity along the coast and many is the picnic or barbecue feed that is served on some island or sand bar to anywhere from 25 to 400 people. But this is just about the first time that anyone has come along and built a new boat that will take the whole bunch, families and friends, along in one boat.

It is a lot like running one of these excursion boats around some resort lake, but that is where the similarity stops and we believe that the Grossman's really have a dandy idea.

He conceived this boat and had it designed and built at the Quality Boat Craft in Oregon City. It is the double-ender type. Grossman said that a lot of people figured that this double-ender would tend to pull down too far at the stern under the higher power range and thus reduce the speed. He says emphatically that now that the boat is built and running this has proved to be quite the opposite. The boat doesn't dig down much and makes fine speed.

The boat is driven by a 120-hp Palmer Model PH-120 gasoline engine which was purchased through The Beebe Co., well-known Portland marine supply firm. The new owner expresses a lot of pleasure over the engine's operation.

"We figure we get about 20 mph out of this boat which is very good for a double ender with a load like we carry. We have surprised a lot of cruisers along the Columbia and Willamette rivers when we come running alongside at that speed with a party on board. They can't believe it when they see it."

The double-ender has the wheel and skipper's seat raised and at the stern. Immediately forward of the instrument panel and wheel is the engine. The rudder and tiller are outboard. There are six rows of seats, laid athwartships. The hull is Port Orford cedar and the decking is a beautiful two-shade lamination. The boat has horn, lights, windshield and a husky rub-rail. She carries 110 gal-

lons of fuel. That is about all there is to the description for the boat is very simple, but it affords a lot of fun to a lot of people all at one time.

None can say that Grossman is a lonesome man when he takes his boat out for a cruise.

San Francisco Bay

(Continued from Page 23)

The windjammer competition this year will be highlighted by many new boats and at least one new class. The four Spalding design plywood sloops will have at least one representative for competition, as Arvid Johnson has already launched his *Suomi II*. The bay sailors are eagerly anticipating the performance of these boats as their low cost and ease of building has already established them as very desirable boats. The Dragon class will race as a class for the first time. Bill Pomeroy's schooner, *Ramona*, will not only make a beautiful picture but will give some interesting competition to the other large craft in the bay. She should be at her best in the outside going as she is tailormade for ocean racing.

The Hurricane class will feel the pressure of the Aeolian speedster, Bill Trask, and it should give the present champion, Dr. Olinger, and his shipmates plenty to think about in this year's races. Bill is a very capable and rugged competitor and is at his best when the going is the toughest.

The SBRA sailors will be as active as ever, with a full racing program on local waters and an overland trek to Seattle for the July Regatta. This year there will be the addition of a new class which was designed and promoted by Bill Ashcroft of the Aeolian Yacht Club. It is known as the Melody class; the boats are approximately the same size as the El Toros. It will be interesting to compare the performance of the two types of boats.

Dick Queirolo will lead the activities for the year as President of the SBRA and once again will be ably assisted by Don Urquhart and a well-experienced staff. Many of the yacht clubs are holding classes and instruction regattas for their juniors to increase the activity and competition in the small boat sailing. The Richmond Yacht Club, particularly, has an intensive program in the training of its juniors.

The advent of the many new sailboats in the bay racing fleet and the new harbor in Monterey Bay as a cruising rendezvous should supply all the necessary ingredients for a season where everyone will be "going down to the sea in ships."

"Best Ten Weeks"

(Continued from Page 19)

provide us a close reach for our mark, the Swiftsure Lightship.

Two sun sights were obtained that morning, each one upon a brief appearance of the sun through the clouds. Then with the sight at noon and a couple more during the afternoon, a good celestial fix, a very essential one, was established. Our drift during the night was found to have been ten miles to starboard. Based on that fix we determined our course.

At four o'clock on the morning of September 8th we had a brief view of Pachena Point Light, located on the shore of Vancouver Island. Sighted at thirty degrees on the port bow, a line on its position intercepted our course at about the distance we had assumed ourselves to be from it. For seven hours, following our glimpse of Pachena Point light, we cruised in a dense fog. Of course there are aids to navigation even in a fog. First the horn located on Swiftsure Lightship helped guide us, later the horn on Tatoosh Island, and finally the horn at Neah Bay. As we entered Neah Bay the fog lifted and the sun poured in on our first landfall of the return voyage.

We had navigated our way back across the Pacific, neared the Strait of Juan de Fuca in an adverse wind and a night hove-to in a gale half way up Vancouver Island, established a renewed celestial fix, and, still without seeing land, entered the Strait in a dense fog after briefly glimpsing one light whereupon by the aid of three horns and the use of our compass we had sailed right into Neah Bay. Aboard *Jessica* were two well pleased amateur navigators.

There is a thrill in navigating the sea, in finding one's power from the set of a sail to the wind. There is a thing of infinite beauty in a ship under sail. And with it is the sun and moon and wind and water—day after day, night after night. There were the moonlit nights, the phosphorescent water, rolling, tumbling waves and all the time we sailed on and on. And with each day came the breaking of dawn. If there were only some way in which to express one's emotions during the breaking of dawn on a morning watch at sea! It is magnificent, invigorating. Always one feels glad to be alive, to see the light slowly permeating the whole world, the fading of the last stars, the coloring of the clouds, and finally the sun breaking above the horizon bringing a new warmth and a new day.

Power-Packed "Sprig"

(Continued from Page 22)

per hour at 20 knots, and it is easy to throttle *Sprig* down to troll speed, according to Banzi.

Bilge pumps are Sutton manual and automatic. Fuel is carried in two 50-gallon tanks aft of amidships.

In the stem is a chain locker and on deck is a full sized deck plate to handle the chain and the Danforth anchor. In the cabin are two bunks, with foam rubber cushions covered with Naugahyde. They are waterproof and practically indestructible.

On the starboard side aft is a toilet room with a Seaclo toilet. Opposite that on the port side is a stainless steel sink and ice box with a butane stove on top.

The port bulkhead above the sink and the stove folds down and becomes an opening from the cabin to the pilot house as well as a table.

Another unique feature about *Sprig* is that the cabin companion way is closed by a roll-top made of stainless steel. This saves space. *Sprig* has a 5 watt Radiomarine radio telephone, and a Perko siren.

She's dry, planes easily and is well balanced. Joe states that she handles like a speed boat.

Now . . . practical help for forecasting weather in ocean and seaboard areas

Here for the aid of all who sail or fly in marine areas is a special and simplified system for forecasting the weather. Step by step it explains weather conditions prevailing off coastal regions and in open seas. It discusses the seven basic elements which cause weather changes, and clearly shows how to analyze them so as to make accurate weather reports.

This practical guidebook gives you a general grounding in meteorological principles and specific help in applying them to make your runs as quick, safe, and efficient as possible. It points out exactly what you should know about the weather elements—temperature, humidity, precipitation, clouds, winds, etc.—to observe them properly. Also covered are the steps required in making observations, plotting and analyzing the weather map, and foretelling weather conditions.

Skipper's Book Shelf
PACIFIC MOTOR BOAT
71 Columbia, Seattle 4, Wash.

METEOROLOGY WITH MARINE APPLICATIONS

By WILLIAM L. DONN
Formerly Head of Meteorology
Section, U. S. Merchant Marine
Academy
Second Edition, 465 pages, 327
illus., 24 tables, \$5.50

Covers such topics as:

- heat and temperature of the air
- atmospheric equilibrium
- clouds and thunderstorms
- winds — observation and theory
- weather coding and notation
- air masses and fronts
- weather analysis and interpretation



EQUIP WITH PERKO FROM STEM TO STERN

SPHERICAL DOME COMPASS IN BINNACLE

Fig. 560
5 degree black card with white figures, complete with compensators. Two types for motor or sail boats.

AUTOMATIC FLEXO SHAFT BILGE PUMP

Fig. 743
Motor installed well above bilge water level, brass drive shaft. Bronze pump and switch housing. All voltages from 6 to 110. Capacity 500 gallons per hour.

PERKINS MARINE LAMP & HARDWARE CORP.

McCUNE, 51 Fremont St. 1331 S. Los Angeles St. 909 Western Av.
MERIFIELD CO. San Francisco Los Angeles 15 Seattle 4, Wash.

Get our 1952 Catalog 135. Send 50c for postage and handling. FREE to Naval Architects, Dealers, Jobbers, Boat Builders, Ship Yards. Write us on your Company Stationery.

Nordberg Supair Thermal Diesels for MV Rio Escondido

Two 500 hp Nordberg Supair Thermal direct-reversible, direct-connected marine Diesel engines are being installed at San Francisco on the *Rio Escondido*, a Nicaraguan freighter. The ship belongs to the Marine Mercante Nicaraguense, S. A. of Managua, Nicaragua, whose head is General A. Samosa, president of Nicaragua. Master of the vessel and owner's representative at San Francisco is Captain B. E. Gentschein. The *Rio Escondido* is a converted British LCT, of 1,328 tons and of 238-foot length. Announcement of this sale was made by Charles G. Cox, San Francisco, Pacific Coast manager of the Nordberg Manufacturing Company, builders of the Supair Thermal Diesels.

Jones Hardwood Co. Opens L.A. Office

Nelson Jones, owner of the Jones Hardwood Co., in March announced the moving of the firm's office from San Francisco to 4230 Bandini Blvd., Los Angeles, Angelus 17111. The company will maintain sales offices at 7 Front St., San Francisco. For many years the Jones firm has specialized in supplying lumber to the marine field. Confidence in the Los Angeles area as one of the fastest-growing boating and marine centers in the country prompted the move to Los Angeles, states Mr. Jones.

Michigan Wheel Outboard Catalog

The 1952 edition of the Michigan enthusiasts as the "Outboarder's Bible," Wheel Company's Outboard catalog, known to thousands of outboard enthusiasts is now off the press and available free of charge on request to the Michigan Wheel Company, Grand Rapids, Michigan. It contains several pages of general information on how to obtain the maximum performance from motors and boats and, the manufacturer states, scientifically engineered propeller recommendations determined to give the best results for every given combination of motor, boat and load.



This picture was taken at Pacific Marine Supply Co., Johnson Motors distributor, and in the foreground is the new "Sea-horse 25". The occasion was the visit of W. H. Jones, sales manager, Arvid Olson, service manager, and John Hubley, Pacific Coast representative. Left to right are Hubley, Jones, Olson, and Bob Wright, manager of Pacific Marine's outboard division. While Mr. Jones and party, were in Seattle a dealer luncheon was held. Seventy-six of Pacific Marine Supply Co. dealers were able to attend. Clarence Pautzke, with the state game department, spoke and showed a film on lake rehabilitation.

✶ ✶

Radiolabs New Models On Pacific Boats

Of interest to users of electronic equipment is the re-activation of a company long known for the quality of its products. This winter saw the revival of Radio Laboratories, Inc., old line makers of radiotelephones.

Under the management of Nick Rauch the company has brought out a new line of radio equipment designed for rugged duty in the ever-growing fleet of boats on the Pacific Coast who require dependable phones for every purpose.

The company reports sales to an impressive list of work boats and yachts during the past few months with additional installations in process for the 1952 season.

Perhaps the most prominent installation is a 75-watt set aboard the *Brynn Foss*, noted in the April issue of Pacific Motor Boat's Work Boat Journal. Others include the *Leslie Foss*, the *Quinette*, the *Inland Navi-*

gation Company's big Columbia River tug, the *Situck* Bellingham Cannery Company tender, the *Arctic Maid* and *Pacific Reefer*, Bristol Bay freezer ships and the *La 'Apache*, famous trans-Pacific sailing yacht, recently brought to Seattle by Howard Richmond and Dave Wyman.

GM Booklet Available

A booklet entitled "What Do GM Diesels Do?", which describes the many uses diesel engines fulfill in our modern economy, has just been reprinted by Detroit Diesel Engine Division of General Motors.

This entertaining and instructive booklet is written in rhyme and is illustrated by drawings of equipment that are today commonly powered by diesel engines. Copies are available to individuals from dealers or direct from Detroit Diesel Engine Division, General Motors Corp., Detroit 28, Michigan.

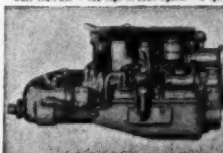
KERMATH

**MARINE ENGINES
PROVIDE
EVERY Power Demand**

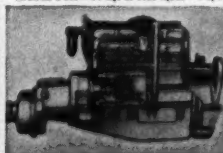
Kermath manufactures the world's widest range of strictly marine engines, covering all power and speed requirements. No matter what your needs—from 5 to 580 h.p.—you'll find a Kermath engine that's made-to-order for your particular need. Typical of the extensive Kermath line are the two 6-cylinder models illustrated.

KERMATH MANUFACTURING CO.—5895 COMMONWEALTH • DETROIT 8, MICHIGAN

SEA-ROVER—130 h.p. at 2000 r.p.m.—6 cyl.



DIESEL 6-200—84 h.p. at 2000 r.p.m.—6 cyl.



CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add \$1.00.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

NEW CHRYSLER ROYAL MARINE ENGINES

Special—4½ to 1 Reduction, \$700

New engines less reverse gear, cheaper than overhauling your old engine	\$ 350.00
Direct drive	750.00
2 to 1 reduction	1,000.00
2½ to 1 reduction	1,000.00
3 to 1 reduction	1,000.00
Used and Rebuilt marine motors, gas and diesel. Write us your needs.	

SPECIAL

Water Temperature and oil pressure alarm systems, Regular \$20.00, our price	10.00
--	-------

NEW

12 V. 18 Amp. G.M. Generators (Why not carry a spare?)	20.00
12 V. G.M. Starters (Why not carry a spare?)	50.00
32 V. G.M. Starters (Why not carry a spare?)	100.00
32 V. G.M. Generators, 750-Watts	150.00

SPECIAL PRICES on new 1-cyl. Universal Marine Motors

NEW PROPULSION UNITS

Sea Mule, Chrysler powered, complete unit	1,250.00
---	----------

Will buy for cash marine engines, equipment and supplies in any quantities.

Send for Marine Bargain List

"DOC" FREEMAN'S

999 Northlake	Ev. 1500	Seattle 3
---------------	----------	-----------

HURRY — SURPLUS GETTING SHORT

Chrysler Royal, new, W/ spare parts, 9 to 1 reduction	\$850.00
Boat heaters, spark plug fan type Stewart Warner #794 E.	12.00
Blowers, explosion proof, save your life & boat 4" 6-12 volt.	12.00
Buge pumps, new, all brass. Navy bulkhead type 1½" outlet.	13.00
We have air tools of all kinds, chain hoists 1 to 10 tons, pulley blocks, emery wheels, taps, drills, reamers, calking mallets, roping palms, ship augers, machine screws, fire extinguishers of all kinds, air and fire hose.	

WASHINGTON K-D BOAT CO.

Quent Williams 12 D St., SW Phone 1575J Auburn, Wn

AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V-8, \$40 pair; Model A \$32; Willys \$30; 6 cyl. Chevrolet, Pontiac, \$50; 6 cyl. Buick, Lycoming, \$45; 8 cyl. Pierce, Packard, \$80; downdraft models add \$5. Your transmission converted to marine gear, most makes \$40; a few \$50; propellers 14"—\$13.50, 16"—\$16.75; shafts, couplings, struts, etc. Everything you need for your boat. MACHINE SHOP TOOLS 12" x 5" lathe \$150. 18" Drill press \$90. 16" x 8" South Bend lathe \$440. Vertical Milling attachment with motor \$125. Good machines, low prices. Money Back Guarantee.

CONVERSION PARTS COMPANY

273 ADAMS STREET BOSTON 22, MASSACHUSETTS

ECON-O-Power Conversions for all model Ford and Jeep engines.

Free catalog. Lehman Manufacturing Company, 972E Broad Street, Newark 2, New Jersey.

FOR SALE

Hercules Diesel, 75-hp., 1½ to 1 reduction, 12V, electric starting with heat exchanger. Ideal for fish boat or small cruiser.

TUGS

66' Diesel, Steel Hull, 235-hp.	\$32,500
66' Diesel, 190-hp.	22,000
63' Diesel, 160-hp.	10,000
58' Diesel, Twin Screw, 340-hp.	17,500
30' Steel Boom Boat, 140-hp.	4,250

TENDERS AND PACKERS

65' Cannery Tender, Diesel power	\$12,500
110' Refrigerated Packer, Diesel power	27,500
110' Schooner, Packer & Dragger Diesel	35,000
87' Schooner, Packer & Dragger Diesel	32,500
87' Power Scow, priced to sell	

The above is only a partial selection from our large lists of work boats and yachts.

For Complete Details — Write, Wire or Phone

JIM CARY WALLY DAVIDSON

LAKE UNION SALES COMPANY

Pacific Northwest's Leading Marine Brokers

CA 6400 SEATTLE, WASH. FAIRVIEW & GALER

MARINE BARGAIN CENTER

7" Tiller Quadrant, galv.	\$ 5.95
Galley Pump, diaphragm	14.95
Lyle Gun, complete.	175.00
Bell, 3" cast brass polished.	5.95
4" Deck Iron, galv.	4.95
Diving Pump, double-acting	14.00
12 V. Heater & Defroster	12.95
Shaft Log, 1¼"	19.95
Steering Wheel, 32" iron	5.95
10" Blower, 110 DC	175.00
2" Sea Strainers, dual	35.00
Vacuum Reverse Control	30.00
Hose Clamp, 1½ stainless steel	30
Throttle & Reverse Lever	15.00

CHRYSLER CROWN

New Surplus, 2½ to 1 reduction	\$775.00
--------------------------------	----------

WE BUY, SELL & EXCHANGE MARINE HARDWARE

Russ Gibson's

MARINE BARGAIN CENTER

705 E. Northlake Seattle Mo. 0771

Come by Land or Sea—N.W. End University Bridge

PLANS & FULL SIZE PATTERNS for EDWIN MONK & LORNE GARDEN DESIGN

Dinghys — Sport Fishers — Cruisers — Trollers — Seiners.
Catalog Sheet, 10c. E. H. Thorsen, 3101 Vallette Street, Bellingham, Wash.

FOR SALE: YMS hull, 136-ft., without engines. Hull structure intact, hull will pass rigid survey.

63-ft. AVR converted for Albacore. Twin GM 6-71 diesels, added fuel and water capacity. Complete navigational equipment. I. B. Smith, P. O. Box 264, Sausalito, Calif. Phone: Sausalito 162W.

30% SALE on five Graymarine new motors! Write to Marine Mart, 1517 E. Sprague Ave., Spokane 15, Wash. Fireball-Six, 140-hp., \$1296; Fireball-Four, 90-hp., \$939.40; Express-Four 162, 63-hp., \$918.15; Phatton Four 75 at 75-hp., \$932; Sea Scout 91 at 25-hp., \$703.84. 20% discount on parts in stock.

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 160 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

FOR SALE: Seagoing 22-footer, designed for offshore sportsfishing. Also ideal for small cruiser, charter-boat or commercial troller for Alaska, Cape or Quillayute. Price \$4500. Boat 30R165, Slip 10, Fishermen's Dock, Seattle, Wn.

BINOCULARS

Finest IMPORTED. W/wide leather case. Equal to any costing \$100 or more! GUARANTEED or your money refunded.

6 x 15 @ \$19.95	6 x 30 @ \$35.75
7 x 50 @ \$39.75	8 x 30 @ \$38.75

Plus 20% Fed. Tax; 3% Tax in Wash.
Send \$5 on account if C.O.D.

WASHINGTON K.D. BOAT CO.

Since 1910

12 D Street, SW, Auburn, Washington Phone 1575J

FOR SALE: Caterpillar 135 continuous HP D17000 8-cylinder marine engine complete with Twin Disc 2 to 1 marine gear, front-power takeoff, generator, gasoline engine starter, with electric starter, brand new, never used. Current new price over \$12,000 for same basic engine at 150-hp. only this one for \$7,500 f.o.b.

Union Diesel Marine engine 160 BMP @ 350 RPM, Model 3KN6, six-cylinder, 9" bore, 13" stroke. Used but in excellent condition. Complete with air bottles and forged intermediate shaft. Will sell for \$4,000 f.o.b. San Francisco.

Lorimer Diesel marine engine 20-hp., 2-cylinder. In excellent condition. Complete with auxiliary gasoline starting system. Will sell for \$750 f.o.b. San Francisco.

Look at these engines at our shop to fully appreciate their value. THOMAS A. SHORT CO., 245 Fremont St., San Francisco, Calif. Phone: YU 6-0294.

FLATTIE PLANS, REGISTRATION, BUILDING

INSTRUCTIONS, DUES—\$10.00

Send U. S. Funds or inquire of International Flattie Yacht Racing Association, 11111 Aurora Ave., Seattle 33

FORD, MERCURY AND JEEP

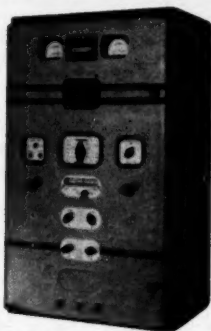
Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osc Motors Corp., 3627-PM Lawrence St., Philadelphia 40, Pa.

New Series 200 PAR-fone For Long Range Service

Pan-American Radio Corporation of Seattle announces a new series of models in their PAR-fone radio telephone sets with new features for yachtsmen and workboat operators.

They are known as their Series 200 and are available in 100, 150 and 200 watt models, all three made in full compliance with the new FCC rules.

Easy to install and with a two year guarantee on both domestic and tropical models, they are built for 32-volt DC (100-watt) and 110 volt AC (100-



150-200 watt) and provide for 1 to 4 receivers for simultaneous standby on several frequencies. Optional is a 35-40 MC channel for high frequency use.

Not only is the new series highly standardized throughout for various power ratings and input, including new concepts in mechanical and technical design, but also provides in the basic design for future communica-



This picture was taken during the visit of Pacific Marine Supply Co. of C. A. Woolsey Point & Color Co., Inc. officials. On the left is Frank Cook, Woolsey's new Pacific Northwest representative. His address is 6562 Beech Drive, Seattle. Second from left is J. W. Nally, Pacific Coast representative from Pasadena. Next is Bill Angus, assistant to the president, Pacific Marine Supply, Woolsey distributors; and Herbert W. Evans, Jr., sales manager, New York City. Mr. Evans and Mr. Nally reported the establishing of Marine Hardware Co. of San Pedro as one of Woolsey's distributors.

tion requirements. All models feature voice controlled expanding, permitting maximum transmission with small power drain, reducing internal heat and insuring long tube life, a method of operation only recently permitted by FCC.

Multiple, large-sized meters, provided with operating scales, entirely avoid any need for technical reference regarding correct functioning or indication of any of the metered circuits. This allows checking of major transmission tubes and circuits at any time. Use of the voice control carrier permits automatic operation at either high or low power, depending upon range needed.

Model 205 Receiver of the series is available in either 32-volt DC or for 110-v AC use and provides 5 crystal controlled present channels in the 2100 to 3200 KC range. It is recom-

mended for use either single or in multiple for most commonly used frequencies.

Model 202 Receiver is manually tunable, a two band type covering broadcast band of 550 to 1650 KC and marine and short wave band of 2,000 to 6,500 KC, mechanical provision being made in the transmitter assembly for only one of this type of receiver.

George H. Nichols, associated with Shepherd Marine (Shepherd Diesel Marine) of Los Angeles and San Diego, since 1927, died of a heart attack while on duty at Shepherd's San Pedro office, March 8. Mr. Nichols has been manager of San Pedro operations since 1944.

Dick Watson from the Los Angeles office of Shepherd Marine is acting as temporary manager in San Pedro.



YACHT CHARTERS—BOAT BROKERAGE

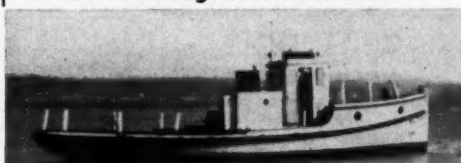
Available for long or short cruises—comfortable, commodious yachts for vacations, sport fishing or picnic groups.

We are also boat brokers. See us if you want to buy or sell a boat.

TACOMA BOAT MART

2315 Ruston Way
Main 1483
Tacoma, Washington

50-Foot Tug Boat FOR SALE



Register tug boat, "Walter", 49' 6" x 12' x 5'. Powered with a 2-cylinder, 2-cycle 65-h.p. GM Marine Diesel engine; speed, 12 mph. Fuel capacity, 200 gallons. Four bunk beds. Price—\$5,900.

J. H. MacKENZIE

237 S.W. Front Ave.

Portland 4, Oregon

NEW

PAR-fone 85-X

Built in accordance with NEW FCC Regulations now in effect.
FOR THE FIRST TIME — Up to 10 watts Antenna Power, on 12 volt systems, at low battery drain.*
Available for Both Standard bands and the NEW, interference free, HF bands.
Visual Indication of Performance at all times.

*Voice Controlled Expanding Carrier uses battery current only as needed.

See These PAR Exclusive Features At Your Dealer

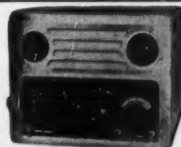
PAN AMERICAN RADIO CORPORATION

5200 Ballard Avenue

DExter 4960

SEATTLE 7, WASHINGTON

Compact - Same size this page



INDEX TO ADVERTISERS

Auto Engine Works, Inc.	6	Hall-Young Co.	5	Pacific Marine Supply Co.	33
Baier & Assoc., L. S.	60	Hanson, H. C.	60	Pacific Plastics	50
Baxter & Cicero	38	Harbor Boat Bldg. Co.	49	Pacific Tel & Tel Co.	38
B. C. Government		Hart & Burns, Inc.	59	Pan American Radio Corp.	59
Travel Bureau	13	Hiller, Paul W.	59	Paragon Gear Works, Inc.	5
Bellingham Shipyards Co.	47	Holland Boat Works	54	Perkins Marine Lamp	
Brandlmayr, John	60	Howell, Walter C.	60	& Hdwe. Co.	4, 56
Bryant's Marina	10, 11, 12, 25	Hunt Putty Mfg. Co., H. R.	50	Pettit Paint Co., Inc.	
Champion Boats	54	International Paint Co., Inc.	1	Outside Back Cover	
Champion Spark Plug Co.	2	Jennings, Inc., Staff	8	Portable Light Co., Inc.	49
Chris-Craft Corp.	9	Johnson Motors	26	Radiomarine Corp. of	
Chrysler Corp.		Jules Engine & Eqt. Co.	53	America	35
Marine Engines	15	Kernath Mfg. Co.	57	Rapp Co., John G.	49
Columbia Distributing		Kettenburg Boat Works	30, 31	Red Wing Motor Co.	50
Corp., Inside Front Cover		Kiekhaefer Corp., The	5	Reinell Boat Works	54
Columbian Bronze Corp.	49	Kuhls, H. B. Fred	44	Scripps Motor Co.	47
DeFever, Arthur	60	Ladd Built Boats	49	Shepherd Marine	7
Dole, W. H.	60	Lambie Propeller Co.	54	Simmerer, E. R.	60
Fairbanks, Morse & Co.	43	Lauson Co., The	54	Smith, Chas. E.	53
Federal Propellers	8	Lewis Boat Sales, Phil	53	Smith, Robert A.	60
Fellows & Stewart	50	J. H. MacKenzie	59	Snow-Nabstett Gear Corp.	14
Freeman, Doc	54	Manly Ltd., John	53	Standard Oil Co.	28
Freeman, Wood	54	Marina Mart, Inc.	60	Stanley Marine Products Co.	38
Garden, Lorne	60	Marine Products Co., Pumps		Stay-Tite Products Co.	54
Garden, William	60	Martin Motors	49	Strickland, Frank E.	60
Geary, L. E.	60	Mercury Boat Co.	54	Sunde & d'Evera Co.	50
General Insurance		Metallic Coatings Corp.	47	Sweet, Clark	13
Co., Inside Back Cover		Metal Marine Pilot	54	Thomson Machine Works	53
General Motors Corp.		Mohitt, Inc., Lucian J.	14	Union Oil Co.	41
Detroit Diesel Div.	16	Monk, Edwin	60	Universal Motor Co.	49
Gibson's Marine Bargain		Norgaard & Assoc., L. C.	60	Walter Machine Co., G.	53
Center, Russ	58	Olympic Propeller Co., Inc.	54	Washington Iron Works	4
Godfrey Propeller Adj. Corp.	53	Oregon Marine Supply		Watts Salmaker,	38
Gray Marine Motor Co.	48	Co., Inside Front Cover		Weeks-Howe-Emerson Co.	53
		Wilson Co., Ken	8		

H. C. HANSON

Naval Architect :: Engineer

Phone ELiot 3549

102 Colman Ferry Terminal Seattle 4

EDWIN MONK

Naval Architect

Marina Mart, 1500 Westlake North
Seattle 9 GARfield 7907

L. S. BAIER & ASSOCIATES

MARINE DESIGNERS AND ENGINEERS
PATENT OWNERS AND LICENSERS
BAIER SYSTEM of Longitudinal
Framing

544 Mead Building Portland 4, Ore.
ATwater 2445

ARTHUR DE FEVER

Naval Architect and Marine Surveyor

Consultation Re-Conditioning Survey
Ship Design Inspection Appraisers

701 East Harbor Drive, P.O. Box 1040
San Diego 12, California
Phone No.: F-9-2119

WILLIAM GARDEN

NAVAL ARCHITECT

PACIFIC FISHING & TRADING CO. BLDG.

1403 W. 45TH ST.
SEATTLE 7 DE 9355

Frank E. Strickland

NAVAL ARCHITECT

Northlake Marine Works, Inc.

929 Northlake Avenue
Phone ME 9538
SEATTLE 3, WASH.

W. H. DOLE

NAVAL ARCHITECT

Astoria Marine Construction Company
Astoria, Oregon

Phone: Astoria 2170

L. E. GEARY

NAVAL ARCHITECT AND ENGINEER

Water Street at Mendocino
Long Beach 2, California
Phone 6-3281

Stability Calculations a Specialty

E. R. SIMMERER

★ NAVAL ARCHITECT
1651 ALA MOANA RD.

HONOLULU, T.H.

LORNE GARDEN

Naval Architect



1121 E. Northlake - Seattle 5, Wash.
EV 2607

WALTER C. HOWELL

NAVAL ARCHITECT
ENGINEER

Phone 4638
Bellingham, Wash.
Wrang Shipyard

ROBERT A. SMITH

Naval Architect - Marine Engineer

POWER and SAILING YACHTS
COMMERCIAL VESSELS

1825 N.E. Fremont St., Portland 12, Ore.
MRdock 3177

JOHN BRANDLMAYR

Naval Architect

Professional Engineer

Phone DEster 4948
2673 Telford Ave. South Burnaby
Vancouver, B.C.

JOHN MANLY LTD.

Steel Boat Builders & Engineers

SPECIALIZING

in all welded steel tugs and pleasure craft
Plant at Foot of 20th St. P. O. Box 591
New Westminster, B. C. Phone N.W. 1858

L. C. Norgaard & Associates

Naval Architects

Marine Surveyors - Yacht and
Ship Brokers

Pier 5, Outer End San Francisco 11, Calif.
SUtter 1-7916

T-Shirts With Your Boat's Name

T-shirts, with the name of the boat stenciled on them in color, have become quite popular with boat owners. One source of these T-shirts is the Meydenbauer Guild of the Children's Orthopedic Hospital. This Guild is at Bellevue, Wash. All proceeds from this T-shirt business go to the hospital fund.

The women will apply, in any color, boat names, team names, ranch names, and given names. In boating many have had the shirts worked up for family and crew. Children's sizes are \$1.50; adult, \$2.00; extra large sizes, \$2.25. Write Mrs. J. D. Hales, 1816-104th St. N. E., Bellevue, Wash.



Lee L. Doud, Tacoma lumberman, has been appointed a commissioner of the Port of Tacoma. He succeeds Henry Foss, Foss Launch and Tug Company, resigned due to press of personal business. Foss was appointed to fill the vacancy created by the death of Fred Marvin.

INSURE YOUR BOAT



"An Anchor to Windward"

**GENERAL INSURANCE
COMPANY of AMERICA
NOW OFFERS
BETTER,
ECONOMICAL
INSURANCE**

(Available in the Pacific Northwest Only)

1 BROAD COVERAGE — Can be written for your protection against a wide variety of risks.

2 LOW COST — The new General "Yacht Policy" applies for the first time to boat insurance the deductible feature so widely used in automobile insurance. Makes it easy and economical to insure against serious loss by eliminating minor claims.

3 PROMPT, FAIR CLAIMS SERVICE — You receive the same excellent claims service you have always enjoyed in fire, auto, and other insurance lines written by General Insurance Company of America.

Ask your General of America agent or broker for full information; no obligation — or, write us, Ocean Marine Department, for name of our agent nearest you.



**GENERAL INSURANCE
COMPANY OF AMERICA**

H. K. DINT, PRESIDENT

In Every Yachtsman's
DESIGN
for **SAILING**



**Pettit's
BAK-SPAR
VARNISH**

and

**Pettit's
SHIPENDEC
PAINT**



Pettit Paint Co., Inc.

SINCE 1861

BELLEVILLE, NEW JERSEY